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Hongkong Sunday Herald

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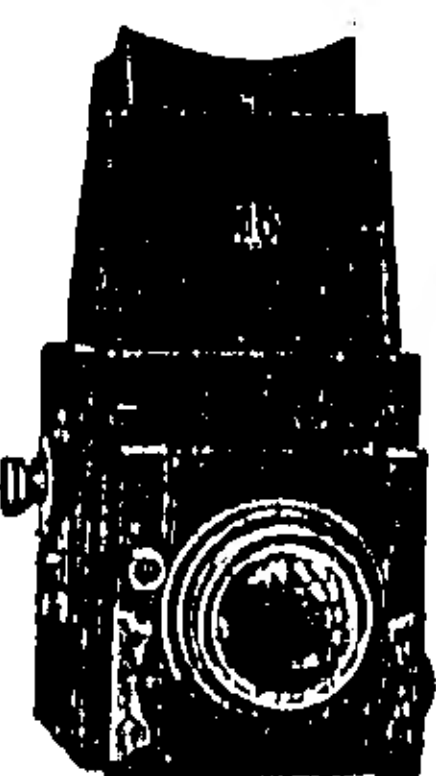
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A "FLYING START." Governor Launches Club on Its Career.

STUNT FLYING.

The Place of Civil Aviation in
the Far East.

The Hong Kong Flying Club made a "flying start" yesterday, when H.E. the Governor, Sir William Peel, attended the opening ceremony in his official capacity.

As has already been stated in the local Press, two Avro-Avian machines, powered by Cirrus Hermes air-cooled engines, have been purchased by the Club. One is already being flown, and the other, fitted with seaplane floats, is expected to be in service shortly.

His Excellency was welcomed at the flying base by Wing-Commodore the Hon. Mr. W. E. L. Shenton, and before opening the Club House and hangar, stated, in part, that he congratulated the Club on the progress they had made. The membership, he stated, now exceeded 50. The Club already possessed two planes, and there were promises for further support.

The Widow's Curse.

Financial support from the Government was considered justified but, added His Excellency, amidst good-humoured laughter. "Many applications are made to the public purse, which does not possess the characteristics of the Widow's Curse."

The objects of the Club, added His Excellency, were to train pilots and engineers. He added, amidst applause, that all nationalities could be admitted to membership. The object of the Club was to place members at the disposal of the Government in times of stress. That would be a sign of the loyalty and unity of the public of Hong Kong. (Applause.)

"Aviation," said His Excellency, "has progressed very rapidly, particularly of recent years and one can imagine the earliest of aviators' leucis, were he allowed to glance across the waters of the Styx, feeling very envious of modern aviators." (Laughter.)

"Duchesses to Flappers."

Continuing, His Excellency stated that aviation included all ranks, from Duchesses to flappers. If he might be allowed to digress, he took great pride in the fact that Miss Amy Johnson, whose feat of flying to Australia had evoked the admiration of the whole world, had what might be termed associations with York-shire. (Laughter.)

Aviation, continued Sir William, had been instrumental in saving life, notably on the occasion when women and children were evacuated from Peshawar some little time ago. The Hong Kong Flying Club had been formed on the same basis to give help to those in times of stress—as all flying men the world over would do. (Loud applause.)

Mr. Shenton's Thanks

Wing-Commodore, the Hon. Mr. W. E. L. Shenton, in thanking His Excellency and Lady Peel for their presence, said that the Club were highly appreciative of the grant made by the Government. It was hoped that the Club might return it in time. (Applause.) "We have only two planes at the moment," said the speaker, "but it must be remembered that this is just a beginning." (Applause.)

Hong Kong As An Air Port.

Mr. Shenton briefly discussed the possibilities of Hong Kong as an air port, and prophesied the day when air liners would enter and leave the port.

So far as the Club was concerned, said Mr. Shenton, if all went well, as they expected it would do, they might in due course look for help from the Air Ministry.

Miss Amy Johnson, he continued, had flown on what was termed a second-hand machine from England to Australia. "We can do something like that," Mr. Shenton said, "if we only try." (Loud applause.)

(Continued on Page 18.)

OLD JOURNAL SOLD.

Yen Hsi-shan Buys
Peking Leader.

ALLIES EXHAUSTED.

Mr. Putnam Weale To Be Employed
As Editor.

Nanking, Thursday.
Mr. Liu Lu-yen of the Central Publicity Department received on May 29 over 20 Press representatives, to whom were made the following reports:—

1.—The new calendar will be enforced on January 1, 1931.

2.—Yen Hsi-shan has bought over the "The Leader" in Peking, employing Mr. Putnam Weale as editor.

3.—Following the elimination of the doubtful troops under Sun Tien-ying and Wan Tsun-tai at the front, the time has come to exterminate the main strength of the rebels. According to reports, Hsuehchang and Lanfeng have been captured by the Nationalists, while Kaifeng is expected to fall. The Shansi troops on the Tsin-Pu and Lung-Hai lines have retreated in disorder, leaving the defence of Kaifeng and Chengchow to the Kuominchun, which fact indicates that the Shansi forces have lost their fighting strength.

Marshal Chiang.

Marshal Chiang Kai-shek fled by plane on May 28 to Luliho in order to confer with General Ho Ching-shun. Learning on arrival that the latter was at Chumailien, the President again boarded the plane for that place and returned to Hsuehchow at noon. It is reported that the President has decided to appoint General Ho Ying-ching as C.I.C. of the advance force on the Ping-Han line.

Fall Of Pingyuan.

According to a report from the Tientsin-Pukow Railway Administration, the Shansi troops under Fu Tso-yi were repulsed on May 26 by General Han Fu-chu, who subsequently occupied Pingyuan in north Shantung.

Shanghai reports that the allied forces are defending the Lanfeng city by three lines of trenches. The 1st by the 35th Shansi Division under Yang Hsiao-su; the 2nd by the 41st Shansi Division under Cha Z Hui-shao; and the last by the Kuominchun under Sun Liang-ching. After continuously engaging the Nationalists who took the offensive during the last few days, the Shansi forces, defending the 1st line, became completely exhausted. (Canton News Agency.)

GOLF.

**Bobby Jones and
Wethered.**

EXCITING TUGGLE.

St. Andrews, Yesterday.
In spite of variable putting and an accurate approach, enabling him to return all square at 25-35. Wethered took three 18-inch shot and was one down. He halved the 11th, and at the 12th had an attack of hooking and lost the 13th, 14th, 15th and 16th. He was five down at the 17th. Jones bunkered on the road, missed with a two-yard shot, and was four down. The 18th was halved.

Wethered returned a card of: 4 4 4 4 4 3 4 4 3 4 4 4 4 5 4
Jones's card was 4 4 4 4 4 4 3 4 4 3 4 4 4 4 4 4

TIN PRODUCERS.

To Govern World's
Output.

London, Yesterday.
The Council of the Tin Producers' Association announces that the Van der Broek of Billiton, Dutch East Indies, and Messrs. F. E. Blair and C. V. Stephens, representing the Planters' Association, Malayan Sections, will sit as a special Committee appointed to deal with the regulations governing tin output in the world.

There are also two Bolivian and one Nigerian representatives. It is stated that the Committee has completely agreed to all points but has yet to make public any fresh recommendations. (Reuter.)

FALL OF HSUCHANG.

Kuominchun in Full
Retreat; 9,400 Prisoners

CHENGCHOW NEXT?

Hankow, Friday.

General Ho Ching-shun, National Commander of the 3rd Army Corps, in a wire to the Hankow Field Headquarters, states that the forces of the 47th Division under Shang Kuan Yun-hsiang captured on May 28 Hsuehchang, the stronghold of the Kuominchun on the Ping-Han line.

The Kuominchun under Chang Wal-si stubbornly resisted on May 27 the Nationalists' onslaught in the vicinity of Hsuehchang, but were totally routed after four hours' struggle. During the engagement the National generals Wang Chin-yueh, Hsu Yuan-chuan, Shang Kuan Yun-hsiang, Chi Meng-ling and Shi Chi-tso were all present directing the operations, as they had received instructions from President Chiang to converge before May 31 at Chengchow, the last stronghold of

Things That Matter.

To-day's Diary

Sunday of Ascension.
Dragon Boat Festival
("Tien-chung-chieh").
Sailors' and Soldiers' Home
Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Tea Dance, Repulse Bay Hotel, 4.30 p.m.
Baseball—U.S.S. Helena v. South China, 2 p.m.

Queen's Theatre—"Puttin' on the Ritz."
Star Theatre—"Lost Frontier."

World Theatre—"All At Sea."

Majestic Theatre—"The Patriot."

Tides—High, 2.01 a.m. and 11.37 p.m.; Low, 4.45 a.m. and 7.40 p.m.

Home Mails.
Outward—To-morrow, via Siberia (President McKinley).

The Weather.
The forecast for to-day as issued by the Royal Observatory yesterday evening is:

A depression remains over Tonkin. The typhoon is about 200 miles N.N.E. of Ishigaki, moving N.N.W. Local forecast:—S. or variable winds; moderate; fine to showery.

A message from Manila Observatory states:—Typhoon in about 124 degrees Long. E. and 27 degrees Lat. N., moving N.N.W.

The typhoon in about 125 degrees Long. E. and 26 degrees Lat. N. moving N. The Dollar.
Yesterday's closing rate for the dollar on demand was 1/4-3/16. Last Sunday it was 1/5-3/16.

The allied forces in Honan. It is claimed that in the recent battle nine thousand four hundred Kuominchun were made captives and have since been escorted to Hankow for internment.

The G.H.Q. of the 3rd Army Corps were removed on May 27 to Linyung where two battalions are stationed, with one regiment in the suburb.

That the fighting on the Ping-Han line has been most severe is indicated by a Shanghai report, saying that over 3,000 wounded soldiers have been transported back to Hankow and that all the hospitals are taxed to the limit.

General Situation.
General Ho Ying-ching, the director of the Hankow Field Headquarters made the following statement on May 29.

Ever since the fall of Pochow, Kweli, and Mamutai into the hands of the National forces, and the annihilation of the doubtful troops under Sun Tien-ying, Wan Tsun-tai and Shih Yu-nan, besides the defeat suffered by the so called picked Shansi troops of Sun Tao, Yang Hsiao-chao, and Chao Cheng-shao, it is reported that Yen Hsi-shan, who has been training his troops for more than 10 years, was greatly discouraged by the continuous losses sustained by his picked armies. (Continued on page 18.)

NOT TO PAY TAXES.

More Troubles in
Indo-China.

DISTRICT OFFICER'S ORDEAL.

Demonstrators With Red
Symbols.

Paris, Yesterday.

Fresh trouble has broken out in French Indo-China; the casualties being three killed and two wounded. The conflict was between the police and a thousand demonstrators in Chemoi, 125 miles north-west of Saigon. The demonstrators, brandishing bamboo sticks and native knives were led by men carrying a banner inscribed "refusal to pay taxes."

When the police attempted to arrest the banner bearers the crowd assumed a threatening attitude; their response to a warning to disperse was a rain of bamboo sticks whereupon the police fired a volley on the demonstrators who fled.

Probably there were others wounded than those picked up who were hiding in neighbouring rice fields.

Fractions with Moscow bearing the symbol of a sickle and hammer were found on the dead and wounded demonstrators.

There was another demonstration in Omon (Canton province) where a district officer was surrounded by 1,500 natives but he extricated himself by ordering his men to fire into the air.

Fifteen men were arrested. (Reuter.)

LIBEL ACTION.

Hinenburg As
Plaintiff.

"SAVIOUR LOOKS ON."

Berlin, Yesterday.

A libel action, in which Marshal Hindenburg is plaintiff and the National Socialist, Herr Goebbels, is defendant, opened in an excited atmosphere to-day. It relates to an extremist newspaper article by Goebbels vehemently attacking the President's attitude to the Young Plan and accusing Hindenburg of undue friendship to Jewish and Marxist advisers. It is surmounted by a caricature of the President headed "The saviour looks on."

Counsel for the defence unsuccessfully demanded the withdrawal of two Jewish Judges. (Reuter.)

CHINESE LABOUR.

Less Immigrants to
Philippines.

Canton, Yesterday.

According to a report of the Customs authorities in Manila, the number of Chinese immigrants to the Philippines has been decreasing during the last two years. This is said to have been due partly to discriminating treatment of Chinese by the immigration officers and partly to the small wages offered to Chinese artisans.

The total number of Chinese going to the Philippines in 1928 was 16,326, but only 16,271 in 1929 and 16,232 in 1930. Of the 16,232 in 1930, 8,787 were old residents and only 6,544 immigrants. (Canton News Agency.)

ACTION AT LAST!

Madras Police Take
Possession.

Vedranayam, Yesterday.

The Madras police have taken possession of Satyagraha's camp and arrested 180 volunteers and all the inmates of the central camp. (Reuter.)

THE MONK AND THE COWS.

Yesterday, a Chinese monk, named Sik Yat-wan, brought to the Police station in the New Territory, two brown coloured cows with short horns, which he found wandering and straying on the hillside at Ngong Ping in the morning.

GRAF ZEPPELIN.

New York, Yesterday.
The Graf Zeppelin has arrived at Lakehurst. (Reuter's American Service.)

DARING PIRACY.

Shanghai Police Raid
Chinese Hotels.

SEVENTEEN ARRESTS.

Pirates Board Launch and Shoot
Two Europeans.

Shanghai, Yesterday.

Mr. Jack Harder died this morning. Mr. Harder was educated at St. Peter's University, Adelaide and had a fine war record. He was Captain of the Engineers' Company of the Shanghai Volunteer Corps.

Mr. Irvine is in a very serious condition, but there is a slight chance of his recovery.

The pirates used soft-noised bullets emptying the entire magazines to prostrate the victims.

Mr. Harder's wife and child are believed to be residing in the suburbs of London and his mother is in the United States of America.

Shanghai Municipal Council Police made 17 arrests in connection with yesterday's piracy at Whangpoo. (Reuter.)

[A cable dated May 30 stated that at 6.45 a.m., two Chinese, engaged one of Messrs. G. E. Marden and Co.'s hire launches, proceeded to Pootung and picked up seven others. At 8.40 they ordered Messrs. Marden's launch to go alongside the Whangpoo Conservancy launch, which, according to custom, was paying the wages of the Conservancy coolies at the jetty adjacent to the South Manchurian Railway wharf, at Yangtze-poo.

As they got alongside, the pirates boarded the Conservancy launch, and immediately opened fire, point blank, callously shooting down the Europeans and Chinese aboard. Mr. J. G. Irvine, a leading engineer, a native of Renfrew, and Mr. Jack Harder, an Australian of long residence in Shanghai, and assistant surveyor of the Supervisor's Office of the Whangpoo Conservancy Board, were both seriously injured.

Mr. Irvine received five wounds in the abdomen and shoulder and was rendered unconscious. A Chinese engineer was shot dead, and the first and second launches were wounded.

The pirates then started both launches at full speed in the direction of Pootung, and escaped ashore with the pay roll, amounting to approximately \$27,000, leaving the launches adrift in the river where they were found by the Water Police and brought to the Settlement.

Messrs. Irvine and Harder were immediately removed to hospital, where they were urgently operated on.

An unofficial cable on May 30 stated that Mr. Irvine had died later in the afternoon but apparently that was not correct.]

CHINESE IN ANNAM.

Many Shops Go
Bankrupt.

Canton, Yesterday.

According to the latest news received from Annam more than one-third of the Chinese shops there were either declared bankrupt or voluntarily closed down, consequent on the excessive tax on Chinese goods imposed by the French Customs. Certain taxes have been increased more than 1,000 per cent, such as the tax on tea which is declared to be a luxury by the authorities.

Another regulation which compels the Chinese shopkeepers to keep their daily accounts in French book-keeping, thus necessitating the engagement of another clerk, which means additional expenses, was the cause of the failure of many smaller merchants.

The merchants have petitioned the authorities to abolish this system but their request has been ignored, and they have now approached the Foreign Ministry in the matter. It is not known just how far the Ministry has succeeded on their behalf with the French Government. (Canton News Agency.)

FOND OF HONG KONG.

Lau Loi, banished in 1928 from the Colony for life, after serving a term of imprisonment for armed robbery, was at the Kowloon Magistrate's Court yesterday, sentenced to eight months' hard labour and ordered to receive 16 strokes of the birch, for disobeying the order.

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Contains 50 sheets of good
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velopes to match.
\$1.00 for 2.

The "Seecan" high grade Shoe
Polishing Outfit. Contains velvet
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\$1.00 Each.

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\$1.00 for 2.

Garment Hangers. Strongly made,
and nicely enamelled. In assorted
bright colours.
\$1.00 for 4.

"Rose Foam" Shaving Stick pro-
duces a luxurious and creamy
lather, leaving the skin soft
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tacle, containing liquid for per-
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HONG HONG—MACAO LINE.

Sailings from Hong Kong: Daily at 8 a.m. & 4 p.m. (Sundays Excepted.)
Sailings from Macao: Daily at 8 a.m. & 2 p.m. (Sundays Excepted.)

EXCURSION TO MACAO.

SUNDAY, 1st June.

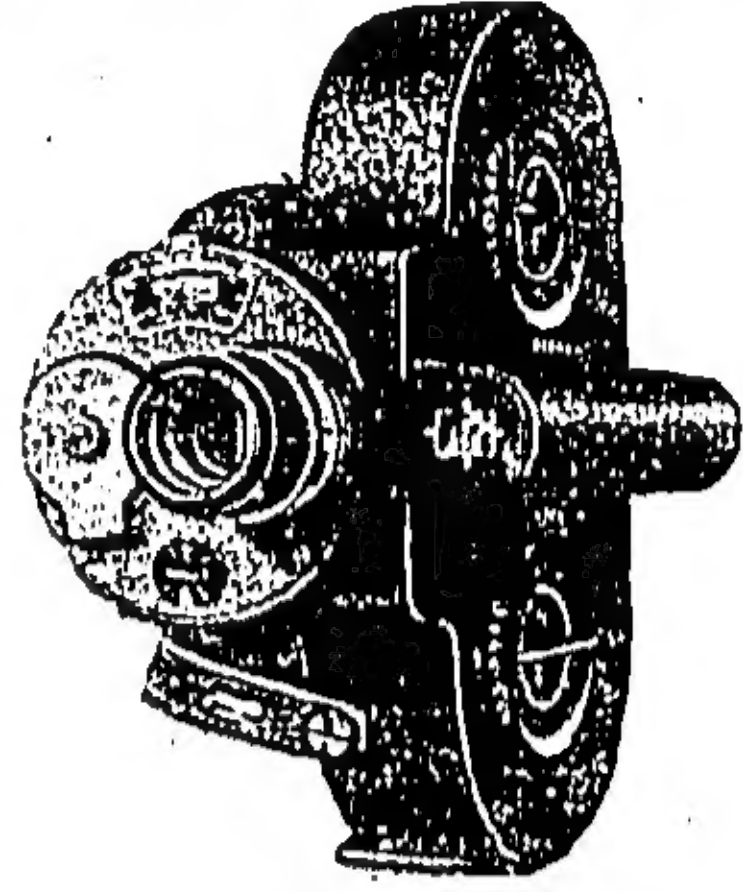
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HOME SPORT

CRICKET GOSSIP.

In their opening match of the County Championship programme at the Oval, Glamorgan surpassed their previous record stand of 203. Chief credit for their fine performance belongs to Bates and Hills, who were associated in a partnership yielding 217 runs in 2 hours and 10 minutes.

Hills also figured in the previous best partnership for the county, having assisted J. C. Clay in putting together 203 for the ninth wicket at Worcester last season.

Gloucestershire are at a serious disadvantage at the moment, as they are without Parker, their best bowler. He met with an accident at the nets during Easter, and this turned out to be more serious than was expected. A bone in his shin was damaged by a ball driven back at him when he was bowling.

A writer in a Home newspaper says, "It is strange that no professional cricketer has been invited to any of the luncheons given in honour of the Australian cricketers in London. Scores of amateur players, good and indifferent, have received invitations, but the professionals, who do 90 per cent. of the work in the Test matches, have been studiously omitted." Do the mandarins of cricket still imagine that paid players eat peas with a knife?

The batting of Hobbs in the match between Surrey and Glamorgan at the Oval was in a class of its own. He was at the wicket for three and three-quarter hours, not giving a semblance of a chance. In a faultless 137 made out of 281. This marked his 171st century in first-class



cricket, and included fourteen boundary hits. In the second innings, Hobbs, after another splendid display, reached his second hundred for the match, this being the fifth time that he has accomplished the "double." In a not out innings of 111 the only blemish was a clear chance at 62 in an effort that was characterised by delightful cuts and crisp drives. He hit one five and eleven 4's.

W. M. Woodfull, the Aussie skipper, known in the cricketing world as "the unbowlable" was clean bowled at Worcester in the opening match of the tour. The partnership between Woodfull and Bradman had realised 208 runs when Woodfull literally threw his wicket away. He was forcing the game, and ere a certain ball was delivered he had made up his mind to hit it. He chucked his mind and it bowled him.

It took Patsy Hendren one hundred minutes to get his first 50 in the match between Middlesex and Leicester at Lords, and altogether he was at the wickets two and a quarter hours for his 101 not out. There was much in his display that was characteristic of him. He scored ten fours and five threes.

L. E. Hobbs, the son of "Jack," was chosen to play in the second Surrey Trial in which his father was also taking part. As the younger Hobbs plays as an amateur, he came out of a different gate and dressed in a different room to that of his father.

Such a circumstance, however, is by no means unique in the history of cricket. W. G. Grace, for instance, played for Warwickshire as a professional whilst his son was on the same side as an amateur.

E. G. Stroud, Surrey's new amateur player, is another product of Major Faulkner's coaching. He is tall and well-built, but looks older than he is. He bowls fast-medium, but with a rather awkward action. Still, he can make them "fly" a bit, and can also bring a slower one back from the off. He took six Glamorgan wickets in the match at the Oval for only 95 runs. He played regularly for the second eleven last season. Apart from the fact that he caused the dismissal of Bates, M. J. Turnbull and Hills, Stroud bowled very steadily for a long period, and should provide a much-needed help to the Surrey attack.

(Continued at foot of next column.)

AUSSIES' RECEPTION.

"We Left Home to Come Home."

TEAM MASCOT.

"We left home to come home," said the manager of the Australian cricket team, after the luncheon at which they were entertained by the British Sportsmen's Club at the Savoy Hotel. In that single phrase, Mr. W. L. Kelly, summed up the general sentiment of the whole gathering.

Nothing was more striking than the expression of hope by W. M. Woodfull, re-echoed by Mr. Kelly, that before they left England the team might be able to "catch a glimpse" of the King. That, Mr. Kelly said, was perhaps the most burning desire of every member of the team.

Amongst those present at the lunch given in honour of the visiting team by the London District of the Institute of Journalists at the Connaught Rooms, were the Lord Mayor (Sir William Waterhouse), Maj.-Gen. Sir Granville Byrie (High Commissioner for Australia), Lord Deedes, and Mr. H. D. G. Leveson Gower. After the lunch, the chairman read a letter from Mr. Ramsay MacDonald which said: "Tell them I hope they are not quite so formidable as they look, and that we are going to do everything we can to see that they do not take the Ashes back in their luggage."

The Lord Mayor said that he would like to see Australia win the first Test Match, England the second, Australia the third, England the fourth, and then he would ask for nothing better for the deciding match at the Oval than fair skies, a fair field and no favour.

W. M. Woodfull, the Australian captain, in reply, said that he would like to see Australia win the first, second, third, and fourth tests, "and then, on a bright, sunny day, under blue skies, the fifth."

Mr. Tom Webster, the famous Daily Mail cartoonist, presented the Australian touring side with a fox terrier, which began its career as a mascot by interrupting Mr. W. L. Kelly, the Australian manager. Mr. Webster welcoming the cricketers from the stage, of the Coliseum where, as guests of Sir Oswald Stoll, they occupied the royal box, after referring to the tail wagging of the Australian eleven announced that on behalf of the British tail-waggers he was asked to present to Mr. Kelly, the Australian manager, a mascot. "Mr. Kelly, this dog is an absolute English thoroughbred, and I have its faithful promise that it will bite any Australian that gets Jack Hobbs out in the first over."

The audience cheered the Aussies and sang "For They are Jolly Good Fellows." Mr. Kelly said, "I have already established a spurious reputation for being what we describe down in Australia as an 'oyster.' I might as well live up to this now, because such a reputation as this makes a poor benighted Australian speechless. I hope the dog will not do what Mr. Webster said."

At this moment the dog's head was seen to bob up defiantly over the edge of the box which the Australians occupied. The theatre was convulsed with laughter, and Mr. Kelly's speech was brought to an abrupt conclusion.

The theatre was decorated with the green and gold colours of the visitors. In one of the boxes sat Lord Londsdale, and in the front rows of the stalls were Messrs. A. P. F. Chapman, J. W. H. T. Douglas, P. G. H. Fender, Jack Hobbs, W. W. Wakefield, and other famous sportsmen.

F. S. G. Calthorpe (Warwickshire), captain of the M.C.C. touring side in the West Indies, on his arrival in England, said that the cricket in the West Indies was about the same, without any improvement. Constantine, Griffiths, Francis, and Browne were still bearing the brunt of the attack, but no really good young bowlers were coming along.

J. O'Connor, the Essex batsman, who recently had the distinction of scoring a century in each innings for the first time in his career, against Gloucestershire, was most unfortunate when touring with the M.C.C. side in the West Indies this last winter. In one of the early games he fell on his shoulder and misplaced a bone at the base of his neck. It was some days before the trouble was located, but fortunately it was in time to prevent any permanent injury. Then he was poisoned through eating shrimp at lunch, and later on received a nasty blow in the groin which kept him out of the Third Test.

RACING

Totalisator More Popular.

The totalisator seems to be catching on for at Lincoln on March 20 it handled £10,025 6s. the win pools being £5,956 14s. and the place pools £4,068 12s. £4,100 4s. was invested on the "Lincoln." The first big handicap on which there has been "lots" betting, and a comparison of the dividends returned by the machine (after deducting the bookmakers' stakes), with the odds laid by the bookmakers, is as under:

Darley	Total	S.P.
Old Dromore	23-1	7-2
Leonidas II.	19-1	8-1
Backward Glance	53-1	66-1
Plucky Bill	9-1	6-1
Confidence Trick	18-1	9-1
	16-1	12-1

Derby Sweep.

As regards the Stock Exchange Members' Derby Mutual Subscription Fund, a well-known firm of stockbrokers has sent the following reply to clients who have sought to obtain tickets: "We regret to inform you that we have learnt that the authorities of the Stock Exchange interpret the recent statement by Mr. Clynes in the House of Commons in such a way as to make it impossible for us to pass on to you any ticket or interest in a ticket in the Stock Exchange Mutual Subscription Fund."

This is, of course, entirely a personal opinion expressed by the firm. No official statement has been made by the Stock Exchange Committee. A similar attitude, however, is taken by other leading firms, who have given strict instructions that no tickets or shares in tickets are to be issued to non-members.

ROWING

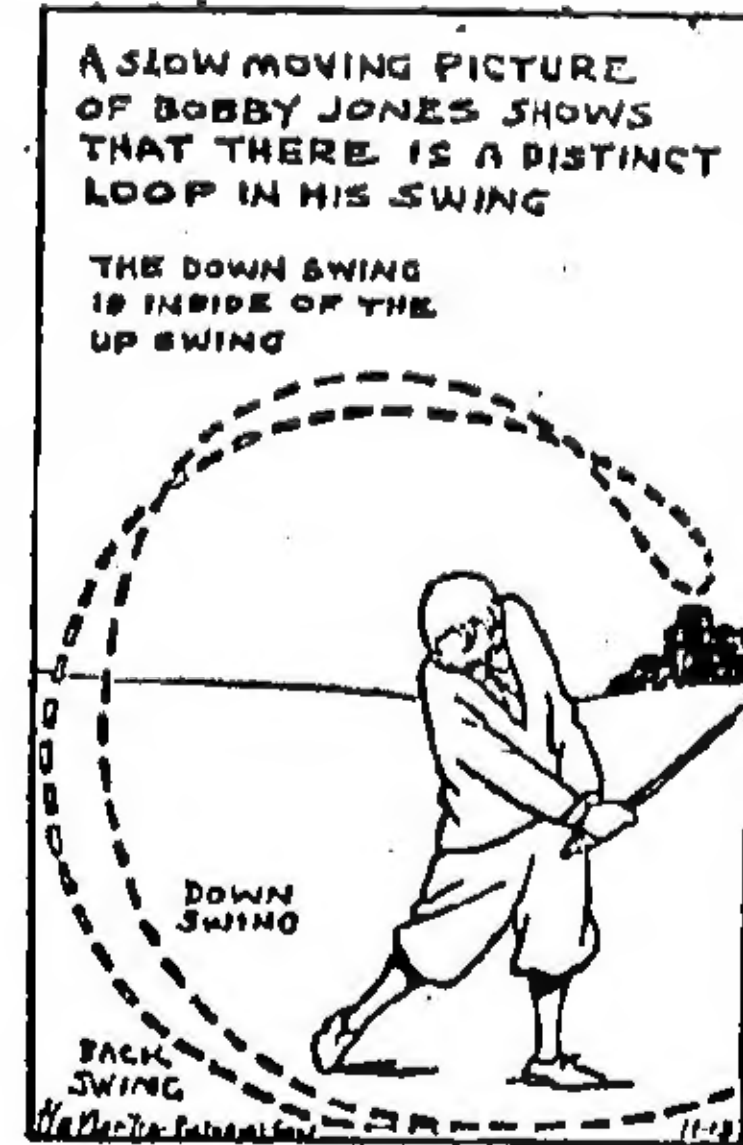
French Regatta Abandoned.

The attempt to organise races on the Seine in Paris between the Oxford and Cambridge crews and the two best French crews at Easter failed. According to the Echoes Sports, the organisers of the Easter Regatta abandoned their efforts owing to "insurmountable difficulties."

Sir Frederick Leigh Croft, Bart., whose death has taken place at the age of 71, was in his young days a great rowing enthusiast. He stroked the "Eton Eight" 55 years ago, and was in the final for the Ladies Plate at Henley in 1878. In the following year he competed for the Diamond Sculls and, after joining the Leander Club, was again a competitor in that event in 1880. He was a brother-in-law of Dr. G. C. Bourne, the famous Oxford rowing coach.

PICTORIAL GOLF INSTRUCTION

H. B. MARTIN



JONES UP AND DOWN SWING DO NOT FOLLOW SAME GROOVE.

The moving pictures, especially the slow moving ones, tell us a lot about golf that we did not know before. It has been discovered that Bobby Jones has a decided loop to his swing. This, of course, is not a fault as no one could drive with the perfect rhythm and accuracy that Jones does if this was a poor system. It means simply that we all had the idea that our swings were perfectly grooved and now when properly dissected and charted we find that they are not.—(Copyright 1929 By The Bell Syndicate, Inc.)



2 merry thriving babies

One of them was breast-fed—the other fed on Glaxo. Both are robust kiddies—bright, happy and healthy—cutting sound teeth without trouble. If you cannot feed baby yourself give him Glaxo, which is as easily digested as mother's milk and is guaranteed free from all harmful germs. Glaxo contains a definite standardised quantity of the vital vitamin D which ensures that baby will increase in weight regularly, have firm flesh, sound bones and teeth.

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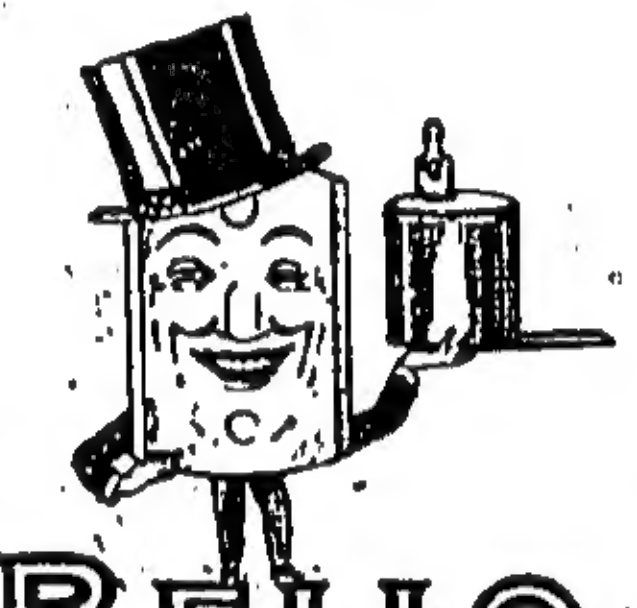
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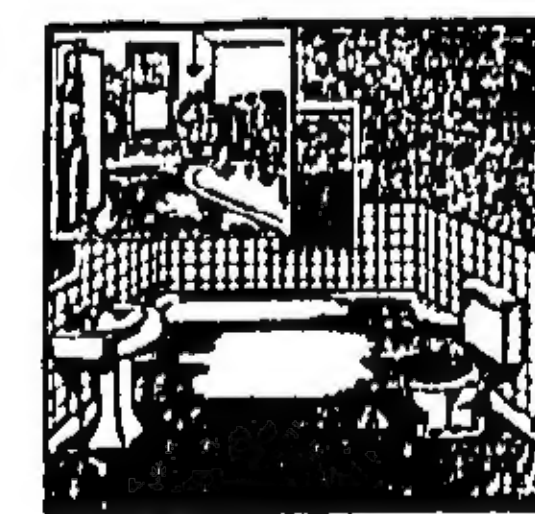
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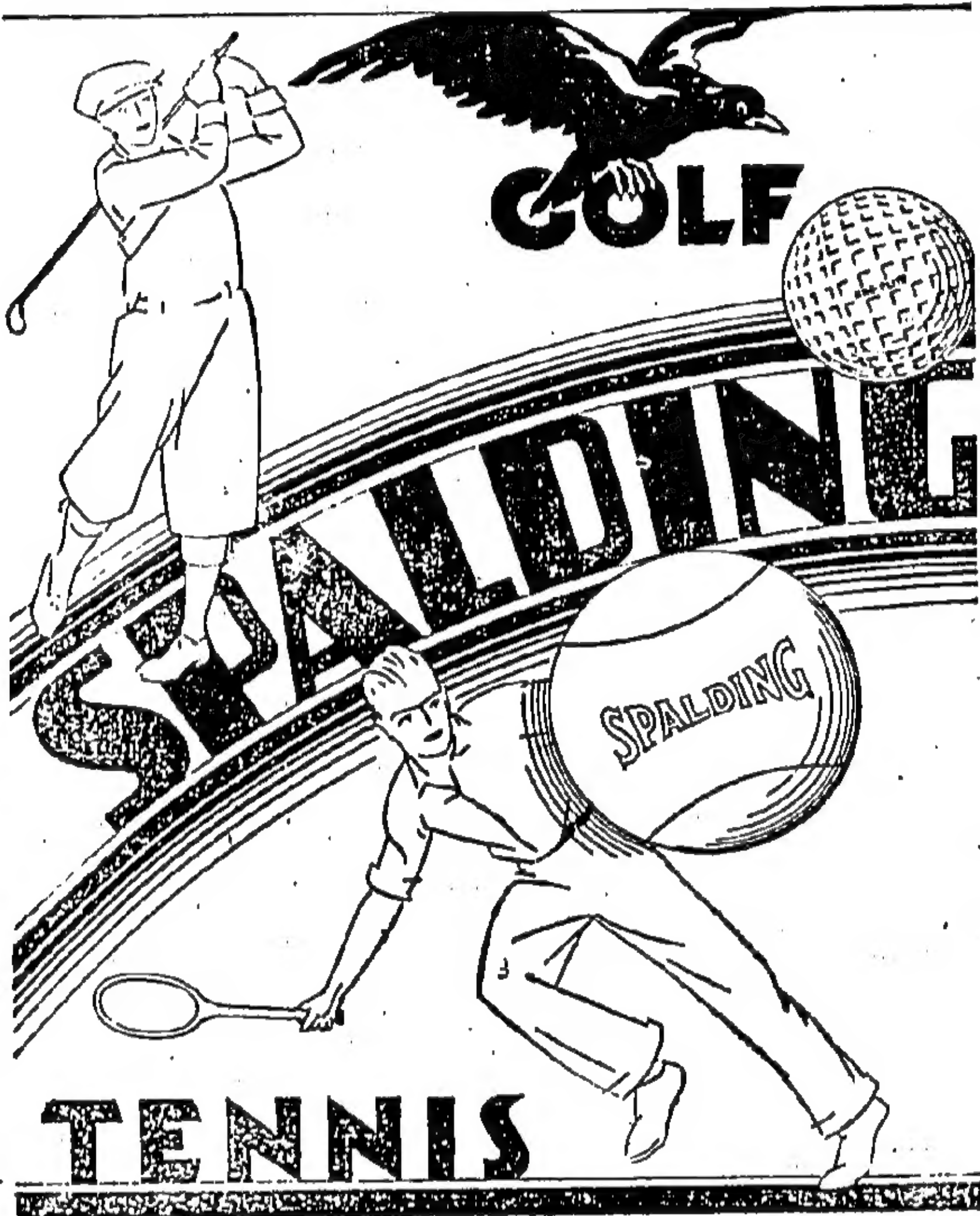
We have just received a new shipment of the "Flexibell" — the Light Weight Stiff Collar. These are made from a single fold cloth and are very flexible, comfortable and smart in appearance — the comfort of a soft collar with the smartness of a starched one.

There is a Large Assortment of Semi-Stiff Collars to select from including:—

"ERENTEX" At 75 Cts. Each
"VAN HEUSEN" \$1.00
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"FAULAT" (Linen) \$1.25
"CLEMAX" (with Tabs) 40

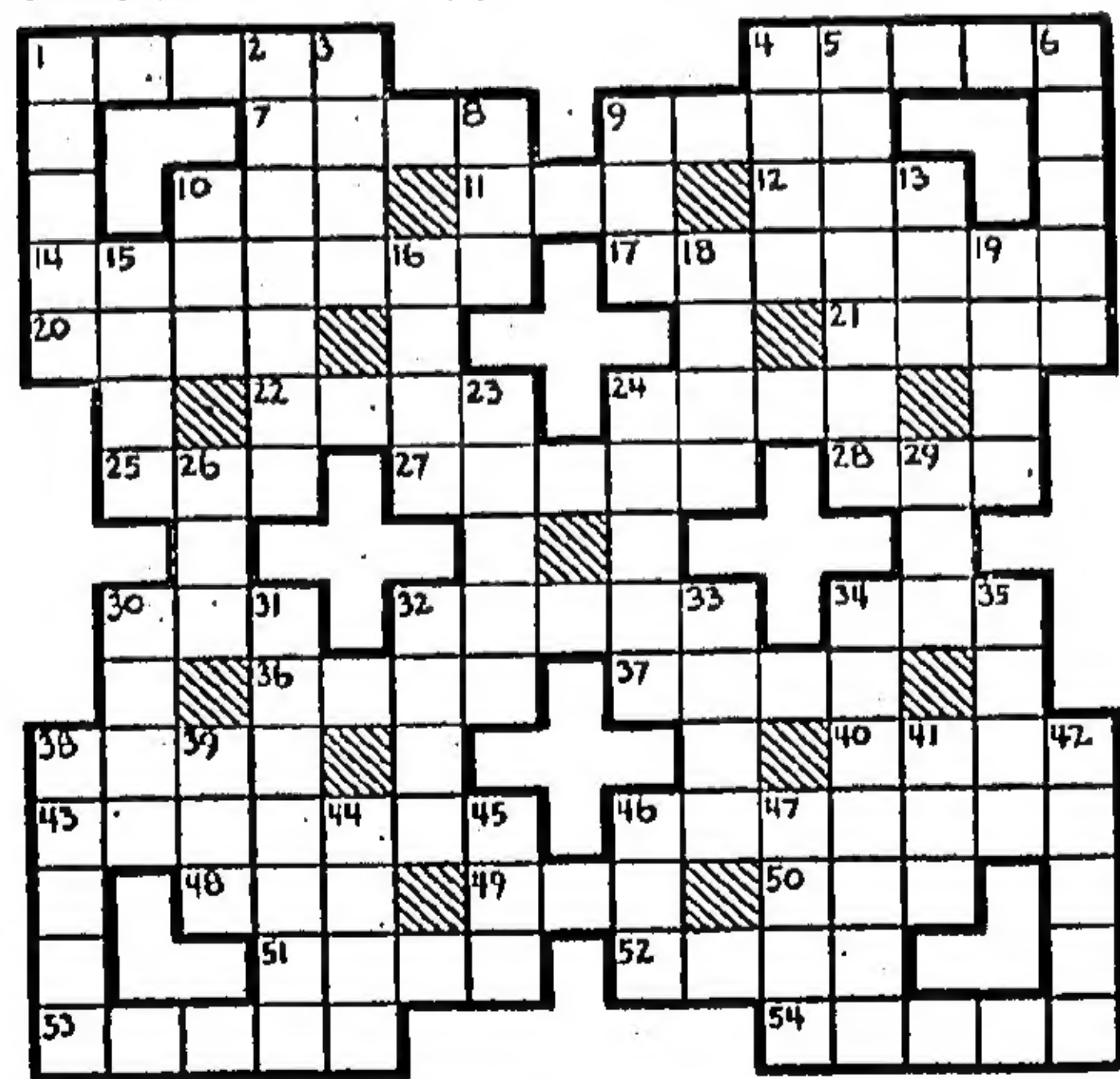
DRESS COLLARS \$7.50 per Dozen

All Collars Stocked in Quarter Sizes



OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Refuse
- 4-Neocromancy
- 7-Canvas shelter
- 9-To cauterize
- 10-Equidity of value
- 11-A solid form of water
- 12-A fish
- 14-Apparatus formerly used in distilling
- 17-Tax
- 20-Fixed period of time
- 21-Isbden (abbr.)
- 22-Very black
- 24-Parent
- 25-A beetle
- 27-Toll
- 28-Nothing
- 30-To use needle and thread
- 32-Commonest liquid known
- 34-Not many
- 35-Wickedness
- 37-Mounted
- 38-Disposed of by sale
- 40-Margin

HORIZONTAL (Cont.)

- 43-Billy talk
- 46-Spanish instrument for capital punishment
- 48-Distance around a circle (abbr.)
- 49-To regret
- 50-Small island
- 51-Tile
- 52-Matter conveyed by post
- 53-Abounding in fog
- 54-Not at any time
- 55-Tinian for Rome
- 56-Parting to favor
- 57-To delay
- 58-Rigid
- 59-A varnish gum
- 61-Decay
- 62-Metric unit of length
- 64-Vehicle for carrying heavy articles
- 65-Boomer than
- 66-Precious stone
- 67-Water from the clouds

VERTICAL (Cont.)

- 13-To pollish
- 15-To conduct
- 16-A thing worshipped
- 18-To raise up
- 19-Cultivate
- 23-A British province
- 24-Africa
- 26-Force
- 27-To open (poet.)
- 29-Anger
- 30-To pack closely
- 31-Marriage ceremony
- 32-Purpose
- 33-Tinian for Rome
- 34-Pertaining to favor
- 35-To delay
- 38-Rigid
- 39-A varnish gum
- 41-Decay
- 42-Metric unit of length
- 44-Vehicle for carrying heavy articles
- 45-Boomer than
- 46-Precious stone
- 47-Water from the clouds

LAWN BOWLS.

Two Undefeated Teams in League II.

POLICE SHOW IMPROVED FORM.

Civil Service's Five Double Victories.

Winning again in both divisions of the League yesterday, and making this their fifth successive double victory, the Civil Service C.C. have established a unique record in local Lawn Bowls.

By defeating the Kowloon Dock R.C. on foreign soil, the C.S.C.C. hurdled a stiff obstacle. Their "second string," however, were fully extended on home ground by the Electric R.C.

Although they have one reverse against them, the Craigengower C.C. have not given up hope of being able to retain the championship. Playing well up to form yesterday, they accounted for the Club de Recreio by 13 shots.

The Police R.C. lost another match, but only by two points, to the Kowloon C.C. The Talkoo R.C. and the Kowloon B.G.C. engaged in a close tussle, the former just winning.

In League II, the Kowloon B.G.C., (who accounted for the Talkoo R.C.) and the C.S.C.C. are on level terms, having ten points each in five matches. The Club de Recreio and the Yacht Club won their fixtures by wide margins against the Craigengower C.C. and the Kowloon C.C. respectively.

League I.

K.D.S.C. v. CIVIL SERVICE.

On their own ground, the Kowloon Dock R.C. lost to the Civil Service C.C. by six shots.

Kowloon Dock	Civil Service
H. G. Cooper	Jas. T. Dobbie
E. Docherty	L. E. Longbottom
W. P. Hedley	G. C. Moss
R. Lapsley	J. Gregory
(Skip)18	(Skip)20
W. Greig	F. J. Jones
D. Keith	S. E. Alderman
F. Cullen	A. H. Oswald
W. M. Johnston	A. O. Brown
(Skip)11	(Skip)19
C. Atkinson	E. W. Simmonds
Henderson	R. T. Taylor
J. McKelvie	J. Hollidge
F. C. Goodman	A. W. Grimmitt
(Skip)23	(Skip)19
52	58

C.C.C. v. RECREIO.

At Happy Valley, the Craigengower C.C. defeated the Club de Recreio by 13 shots. Scores:—

Craigengower	Recreio
F. J. Neves	H. A. Alves
M. A. R. Sousa	L. Gutierrez
D. Rumjahn	P. Yvanovich
B. W. Bradbury	C. E. Marques
(Skip)17	(Skip)15
E. Tuck	A. S. Gomes
A. E. Contes	L. C. R. Sousa
E. el Arculli	C. G. Silva
U. M. Omar	R. F. Luz
(Skip)17	(Skip)21
W. T. Brightman	E. L. Barros
W. Collins	J. Ribeiro
C. S. Rossetti	J. M. S. Alves
R. Basu	A. Ribeiro
(Skip)24	(Skip)9
58	45

P.R.C. v. KOWLOON C.C.

At Happy Valley, the Police R.C. lost to the Kowloon C.C. by two shots. Scores:—

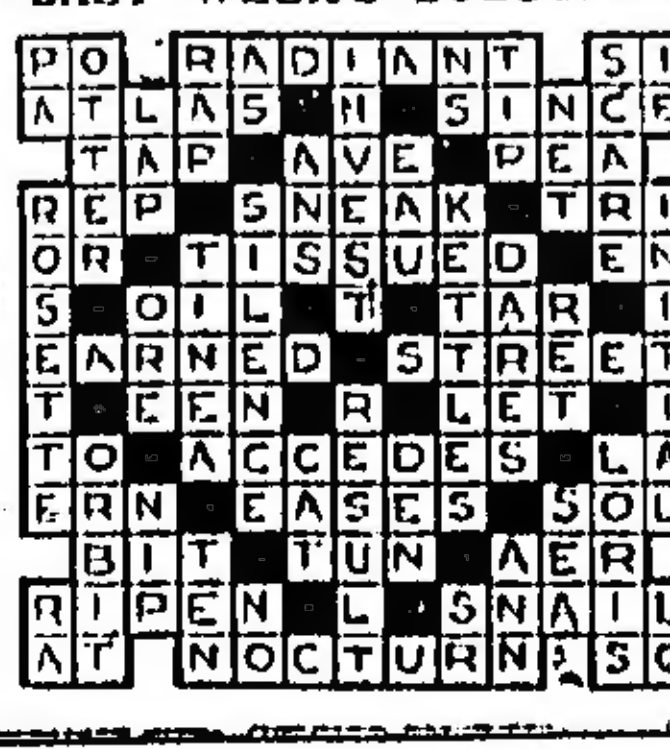
Police R.C.	Kowloon C.C.
W. Dall	H. Gittins
Riddle	C. J. Tacchi
J. C. S. Fender	A. Hyde-Lay
Hargreaves	J. Fraser
(Skip)24	(Skip)25
Brittain	F. Goodwin
G. Alexander	B. Petheram
R. Marks	C. J. Lyl
J. C. West	L. E. Lammert
(Skip)22	(Skip)22
W. McLeod	A. C. Burford
McLardy	J. Howe
F. Nolan	H. Overy
E. Post	A. E. Silkstone
(Skip)18	(Skip)19
64	66

TAIKOO R.C. v. K.B.G.C.

On their own ground, the Taikoo R.C. defeated the Kowloon B.G.C. by seven shots. Scores:—

Taikoo R.C.	Bowling Green
G. McLeod	D. Muir
J. Sloan, Sr.	West
J. Laing	E. W. L. Hogbin
R. Wallace	A. M. Holland
(Skip)25	(Skip)12
J. C. Chalmers	Phillips
J. C. Polson	P. T. Farrell
J. Russell	H. Nish
W. Wetherspoon	L. Guy
(Skip)17	(Skip)15

LAST WEEK'S SOLUTION.



OLYMPIC GAMES.

Filipinos' Success in Swimming.

JAPAN AHEAD ON POINTS.

Tokyo, Yesterday. At the Olympic games so far, the performances made by the Filipinos in the 200 yards' breast stroke race, prevented Japan from sweeping all the swimming events. Both Filipinos finished ahead of the Japanese champion, Taurata, the race proving a thrilling finale to the games. The scores for the swimming were: Japan, 62; Philippines, 20; China, 4. The games' contestants and officials were the guests this afternoon of Prince Chiehlu at a garden party. The closing ceremonies take place to-night, and the Chinese contingent sails for Shanghai on Monday, on the Tatsuta Maru.—Reuter.

HOME RACING.

Strongbow Scratched for the Derby Yesterday.

PREVIOUS CALLS OVER.

London, Last Night. Strongbow was scratched for the Derby at 12.30 to-day.—Reuter. According to a cable of May 30, the following was the call over at the Victoria Club:—

3 to 1 agst. Dillit: t. & a.	13
6 to 1 agst. Ruston Pasha, o: 13	2
100 to 8 agst. Silver Flare, o.	7
100 to 8 agst. Trows, o: 100 to 7	1
100 to 7 agst. Ballyferis, o.	20
100 to 8 agst. Noble Star, o: 20	1
20 to 1 agst. Caerleon L. & o.	20
20 to 1 agst. Hind, t. & o.	20
20 to 1 agst. Blenheim, o.	25
25 to 1 agst. Scout II, o.	28
28 to 1 agst. Parenthesis, o.	

TO-DAY'S GOLF

Starting Times at Fanling

The Royal Hong Kong Golf Club notifies that the starting times for to-day are as under:—

Time	Match
9.15 a.m.	D. J. Keogh, E. D. Lawrence.
9.20	Dr. Dovey, G. B. S. Thomson.
9.24	S. Berg, G. W. Reeve.
9.28	O. Eager, A. D. Humphreys.
9.32	R. M. Wood, L. Hight.
9.37	A. F. Judd, A. C. Meredith.
9.40	W. G. Shields, D. G. G. MacDonald.
9.44	N. K. Littlejohn, J. S. Dyles.
9.48	H. C. Shrubsole, L. E. Lammer.
9.52	G. B. Dunnett, G. R. More.
9.56	I. H. Gerra, A. E. Liasman.
10.00	Comdr. Priestley, J. Stuart.
10.04	S. Greenhill, E. D. Matthews.

LOCAL HOCKEY.

Radio Sports Club Beat Hermes.

In a hockey match played on Army "B" ground at Soekumpoon yesterday, the Radio Sports Club hockey team defeated the hockey team of the Engine Room, H.M.S. Hermes, by 2 goals to 1.

It may be interesting to note that in the previous two matches against the Engine Room hockey team, the R.S.C. was unsuccessful.

LEAGUE TABLES.

The positions in the League to date are:—

Division I.	P.	W.	D.	L.	Pts.
Civil Service C.C.	5	5	0	0	10
Craigengower C.C.	5	4	0	1	8
Taikoo R.C.	5	3	1	1	7
Club de Recreio	5	2	1	2	5
Kowloon B.G.C.	5	2	0	3	4
Kowloon D.R.C.	5	2	0	3	4
Kowloon C.C.	5	1	0	4	2
Police R.C.	5	0	0	5	0

Shots For and Against.

For Agst.	Up Dn.
Craigengower C.C.	254 237 67 0
Civil Service C.C.	310 255 55 0
Taikoo R.C.	307 261 46 0
Club de Recreio	305 287 18 0
Kowloon B.G.C.	283 292 0 12
Kowloon D.R.C.	287 299 0 12
Kowloon C.C.	207 325 2 28
Police R.C.	229 356 0 127

Division II.

P.	W.	D.	L.	Pts.
Kowloon B.G.C.	5	5	0	10
Civil Service C.C.	5	5	0	10
Club de Recreio	5	3	0	6
Kowloon B.G.C.	4	2	0	4
Craigengower C.C.	5	1	0	4
Electric R.C.	5	1	0	4
Taikoo R.C.	4	0	0	4

Shots For and Against.

For Agst.	Up Dn.
Kowloon B.G.C.	348 250 88 0
Civil Service C.C.	350 200 60 0
Club de Recreio	320 271 49 0
Yacht Club	260 235 25 0
Kowloon C.C.	203 318 0 41
Electric R.C.	277 318 0 41
Craigengower C.C.	278 349 0 70
Taikoo R.C.	163 293 0 91

JOCKEY CLUB.

Sixth Extra Race Meeting.

LIST OF ENTRIES.

The following are the entries for the next extra race meeting:—

1st Day—June 7.
Third Aggregate Stakes—One Mile.—Chesapeake Bay, November, Mike, Zorhan, Imperial Hall, Herodotus, Penhole, New Year's Eve, Nationalist II, Carnival Eve, Discard, Christmas Chimes, Spear-mint, Royal Flush, Peterkin.

Polo Pony Stakes—3 Furlongs.—Target, Winter's Eve, Sucre, Little River, Penhole, Tarnborg, Devil's Dyke, Nestor, Red Leaves, Wyvis, Anabasis, Ploughman.

Griffins Summer Handicap: "A" Class—1 Mile.—Windsor Stag (166 lb.), African Eve (144), Silver Queen (148), Orlando (141), Christmas Frolic (140), Four Clubs (144), Mike (147), Peppercorn (142).

Griffins Summer Handicap: "B" Class—1 Mile.—Blue Boy (164 lb.), Shiny Pearl (140), Abel (162), The Partridge (140), Blue Heaven (166), Empress Hall (140), Christmas Belle (148).

Sub-Griffins Summer Handicap: "A" Class (Once Round, about 7 furlongs 55 yards).—Thunderbolt (155 lb.), Monk (154), Poley (152), Zephyr (142), Duke of Normandy II. (148), Done Agalin (154), Loch Fyne (143), Tango (160), Dunce (143), Shanghai Beau (147), Peter Guernsey (146), Snuffell (143), Cream Cracker (154), Grenadier (155), White Star (152).

Sub-Griffins Summer Handicap: "B" Class (Once Round, about 7 furlongs 55 yards).—Movanager (161 lb.), Sonny Boy (161), The Jamaica (155), Duke of Milan (151), Greyback (146), Hunchback (140), Pumpkin (140), Loch Creran (145), Osiris (166), Bill-hards (160), Thracian (150), What's Yours (143), Happy Day (155), Martini Cocktail (150).

Sub-Griffins Summer Handicap: "C" Class (Once Round, about 7 furlongs 55 yards).—Baby Face (164 lb.), Chess Hall (163), King's Throats (148), Lonesome Night (154), Mountain Oak (140), Sirmese Shop (140), Silver Dragon (160), Sixty (154), The Ptarmigan (165), Ugly Eyes (155), Hong Kong Beau (155), Teuchit (160), Ploughman (155).

June Handicap: "A" Class—1 1/4 Miles.—Royal Flush (163 lb.), Nationalist II. (153), Christmas Chimes (156), Carnival Eve (150), O-Moon (160), Young Pretender (152), Winsome Stag (153), Chesapeake Bay (153), King's Counsel (150), Monterey Bay (152), One Third (140).

June Handicap: "B" Class—1 1/4 Miles.—November (150 lb.), Imperial Hall (156), Town Hall (140), Fair Sport (158), Grand Tattoo Eve (148), Huntington (155), Armony (166), Sunning (142), Fifty Fifty (166), Nookhall (140), Zephyr (140), Fanling Stag (140), Erin's Isle (160), Cream Cracker (164), Poley (152), Mount Elburz (140).

Bank Holiday Handicap: Once Round, about 7 furlongs 55 yards).—Chesapeake Bay (161 lb.), King's Counsel (158), Young Pretender (158), San Francisco (163), Fair Sport (141), Fifty Fifty (150), Glory (130), Imperial Hall (140), 24.

Peppercorn (142), Town Hall (130), Gay Caballero (130), Silver Quicer (148), The Partridge (130), Nookhall (130), Kirribilli (130), Shiny Pearl (130), Campbell (130), Amusement Tax (130).

Standard Times
Sunrise And Sunset In Colony

Sunrise and Sunset in Hong Kong for June (Standard time of the 120th Meridian, East of Greenwich) are as follow:—

Date	sunrise	sunset
June 1	5.33	7.03
2	5.33	7.04
3	5.33	7.04
4	5.33	7.04
5	5.33	7.05
6	5.33	7.06
7	5.33	7.06
8	5.33	7.07
9	5.33	7.07
10	5.33	7.07
11	5.33	7.07
12	5.33	7.08
13	5.33	7.08
14	5.33	7.08
15	5.33	7.08
16	5.33	7.09
17	5.33	7.09
18	5.33	7.09
19	5.33	7.10
20	5.33	7.10
21	5.33	7.10
22	5.33	7.10
23	5.33	7.10
24	5.33	7.10
25	5.33	7.11
26	5.33	7.11
27	5.33	7.11
28	5.33	7.11
29	5.33	7.11
30	5.33	7.11

THE NEWER NIGHT CLUB.

"Night golf on small-scale courses specially illuminated by floodlights is becoming increasingly popular with wealthy Americans."—News Item.]

The curfew tolls the knell of parting day,
The lowing herd winds slowly o'er the lea,
As forth his idiotic round to play,
Goes Cyrus Hogg, of Oilville, Tennessee.

Now fades the glimmering landscape on the sight,
And all the air a solemn stillness holds;
But, lo! the sudden arc-lamps stab the night
As Cyrus braves the evening damps and colds.

The breezy call of incense-breathing morn
Presumably finds Cyrus still in bed;
At night, an object for all righteous scorn,
He whirls the wanton golf club round his head.

There, where the sizzling arcs display his shame,
He labours grimly to a ghostly green,
Like some sad spectre at a midnight game
Which mortal eyes had better left unseen.

There in a pool of baleful light he pounds
The bunkers where his cherished tee-shots fall;
Or, when the blighter slices out of bounds,
A Stygian darkness juttly claims his ball.

Let not Ambition yearn to share his toil—
Though deeply bitten by the golfing virus,
Ah, shun the burning of such midnight oil,
And leave the links to arc-lamps and to Cyrus!

Sore's where from yonder ivy-mantled tower
The mooping owl, his presence much resented,
Doth hunt at Cyrus and his chosen hour,
I also host at him a half-demented.

—Luelo in Manchester Guardian.

LAWN TENNIS.

Victory for Kowloon C.C. "A" Team.

YESTERDAY'S PROGRAMME.

Indians and Chinese Continue to Win.

Fielding a representative side, the Kowloon C.C. who have hitherto put off all their matches, accounted for the Hong Kong C.C. by the odd set in the "A" Division of the Tennis League yesterday. The South China A.A. scored their first point at the expense of the Mitsui Bussan Kaisha, the latter remaining the only team without a victory to its credit.

The Chinese R.C. and the Indian R.C. continued in winning vein in the "B" Division but, whereas the former had little difficulty in defeating the United Services R.C., the Indians were fully extended in taking the point from the R.E. Sports Club.

Inclusive of four fixtures in the "C" Division, the full programme consisted of eleven matches.

Two matches were postponed—the Indian R.C.-Chinese R.C. fixture in the "A" Division, and the South China A.A.-Craigengower C.C. game in the "B."

RESULTS AT A GLANCE.

"A" Division.

Kowloon C.C.	5	Hong Kong C.C.	4
Mitsui Bussan Kaisha	3	South China A.A.	6

"B" Division.

Chinese R.C.	7	United Services R.C.	2
Indian R.C.	5	R.E. Sports Club	4
Club de Recreo	6	European Y.M.C.A.	3
Nippon Club	1	Hong Kong C.C.	3
Kowloon C.C.	7	Civil Service C.C.	2

"C" Division.

Filipino Club	1	Chinese R.C.	8
University	6	Civil Service C.C.	3
Hong Kong C.C.	9	German T.C.	0
Kowloon C.C.	2	Nippon Club	7

"A" Division.

KOWLOON C.C. v. H.K.C.C.

On their own ground, the Kowloon C.C. defeated the Hong Kong C.C. by five sets to four. Scores:—

E. C. Fincher and E. P. Fincher (K.C.C.)	7-5	A. H. Ramjahn and A. A. Ramjahn (L.R.C.)	6-3
beat A. L. Sullivan and L. Goldman		beat Col. Skinner and Lt. Col. Wyatt	
beat A. D. Humphreys and H. Owen Hughes	6-4	beat Maj. Tosh and S.M. Atkinson	
beat O. E. C. Marton and H. J. Armstrong	6-1	beat Capt. de Linde and Spr. Sabin	
W. Hyde and G. Goodfellow (K.C.C.)	6-1	beat A. H. Ramjahn and A. A. Ramjahn (L.R.C.)	
lost to A. L. Sullivan and L. Goldman	1-6	beat Col. Skinner and Lt. Col. Wyatt	
beat A. D. Humphreys and H. Owen Hughes	6-1	beat Maj. Tosh and S.M. Atkinson	
lost to O. E. C. Marton and H. J. Armstrong	2-6	beat Capt. de Linde and Spr. Sabin	
T. Lay and Guest (K.C.C.)	2-6	beat A. H. Ramjahn and A. A. Ramjahn (L.R.C.)	
lost to A. L. Sullivan and L. Goldman	2-6	beat Col. Skinner and Lt. Col. Wyatt	
lost to A. D. Humphreys and H. Owen Hughes	4-6	beat Maj. Tosh and S.M. Atkinson	
beat O. E. C. Marton and H. J. Armstrong	6-4	beat Capt. de Linde and Spr. Sabin	

M.B.K. v. SOUTH CHINA.

On their own ground, the Mitsui Bussan Kaisha lost to the South China A.A. by three sets to six. Detailed scores were not available.

"B" Division.

CHINESE R.C. v. U.S.R.C.

At Causeway Bay, the Chinese R.C. defeated the United Services R.C. by seven sets to two. Scores:—

C. Chen and H. Lo (C.R.C.)	4-6	beat T. J. Price and E. R. Price	
lost to Pay Comdr. Payne and Pay Lt. Comdr. Herbert		beat S. A. Gray and H. Keyserling	
beat Lt. Anderson and E. Grimble	6-4	beat G. Punccheon and V. Hast	
beat Major Caddell and Lt. Black	6-0		
F. K. Lau and W. K. Cheung (C.R.C.)	6-1	lost to Humphreys and R. H. Wild	
lost to Pay Comdr. Payne and Pay Lt. Comdr. Herbert	3-6	lost to T. C. Monaghan and L. T. Ride	
beat Lt. Anderson and E. Grimble	9-7	lost to J. A. Summers and Barton	
beat Major Caddell and Lt. Black	6-1		
W. C. Hung and C. C. Chiu (C.R.C.)	6-1	lost to Humphreys and R. H. Wild	
beat Pay Comdr. Payne and Pay Lt. Comdr. Herbert	6-1	lost to T. C. Monaghan and L. T. Ride	
beat Lt. Anderson and E. Grimble	6-3	lost to J. A. Summers and Barton	
beat Major Caddell and Lt. Black	6-1		

INDIAN R.C. v. R.E.S.C.

On their own ground, the Indian R.C. defeated the Royal Engineers Sports Club by the odd set. Scores:—

A. H. Madar and O. J. Small (I.R.C.)	4-6	lost to Col. Skinner and Lt. Col. Wyatt	
lost to Maj. Tosh and S.M. Atkinson	4-6	lost to Capt. de Linde and Spr. Sabin	

J. S. A. Curruem and S. A. Hussain (I.R.C.)

beat Col. Skinner and Lt. Col. Wyatt

lost to Maj. Tosh and S.M. Atkinson

beat Capt. de Linde and Spr. Sabin

RECREIO v. Y.M.C.A.

On their own ground, the Club de Recreo defeated the European Young Men's Christian Association by six sets to three. Scores:—

A. A. Remedios and A. V. Gosano (Recreio)	9-7	beat T. J. Price and E. R. Price	
beat S. A. Gray and H. Keyserling	6-1	beat G. Punccheon and V. Hast	
H. A. Noronha and C. Basto (Recreio)	5-7	lost to T. J. Price and E. R. Price	
lost to S. A. Gray and H. Keyserling	6-2	lost to G. Punccheon and V. Hast	

H. A. Noronha and C. Basto

lost to T. J. Price and E. R. Price

beat S. A. Gray and H. Keyserling

lost to G. Punccheon and V. Hast

H. A. Barroa and F. J. Remedios (Recreio)

lost to T. J. Price and E. R. Price

beat S. A. Gray and H. Keyserling

beat G. Punccheon and V. Hast

NIPPON CLUB v. H.K.C.C.

At King's Park, the Nippon Club lost to the Hong Kong C.C. by eight sets to one. Scores:—

Kawamura and Yoshikawa (Nippon Club)	1-6	lost to Humphreys and R. H. Wild	
lost to Humphreys and R. H. Wild	9-11	lost to T. C. Monaghan and L. T. Ride	
lost to J. A. Summers and Barton	4-6		
Yamakata and Nakazato (Nippon Club)	2-6	lost to Humphreys and R. H. Wild	
lost to Humphreys and R. H. Wild	7-9	lost to T. C. Monaghan and L. T. Ride	
lost to J. A. Summers and Barton	8-6		

Hosegawa and Fujieda (Nippon Club)

lost to Humphreys and R. H. Wild

lost to T. C. Monaghan and L. T. Ride

lost to J. A. Summers and Barton

K.C.C. v. CIVIL SERVICE.

On their own ground, the Kowloon C.C. defeated the Civil Service C.C. by seven sets to two. Scores:—

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beat D. M. McDougall and Best

beat R. K. Valentine and J. W. Balfour

A. Mackintosh and W. M. Gittins (K.C.C.)

lost to F. Bradley and J. A. Bendall

beat D. M. McDougall and Best

lost to R. K. Valentine and J. W. Balfour

A. T. Lee and F. Grose (K.C.C.)

beat F. Bradley and J. A. Bendall

beat D. M. McDougall and Best

beat R. K. Valentine and J. W. Balfour

"C" Division.

FILIPINO v. C.R.C.

At King's Park, the Filipino Club lost to the Chinese R.C. by eight sets to one. Scores:—

T. Leon and J. M. Cruz (Filipino)

lost to Chao Ping-fan and Ng Kam-chuen

lost to Ip Kau-ko and Tsui Wai-pul

beat Lau Man-ching and Lu Tak-lam

E. Cordeiro and L. R. Ildefonso (Filipino)

lost to Chao Ping-fan and Ng Kam-chuen

lost to Ip Kau-ko and Tsui Wai-pul

lost to Lau Man-ching and Lu Tak-lam

D. Bautista and M. Rull (Filipino)

lost to Chao Ping-fan and Ng Kam-chuen

lost to Ip Kau-ko and Tsui Wai-pul

lost to Lau Man-ching and Lu Tak-lam

UNIVERSITY v. C.S.C.C.

At Pokfulam, the University defeated the Civil Service C.C. by six sets to three. Scores:—

H. P. Kho and P. P. Kho (University)

beat T. Armstrong and G. H. Fowler

beat V. H. Freeman and G. J. Mitchell

beat E. Savage and J. Pengelly

K. K. Kho and T. L. Tan (University)

lost to T. Armstrong and G. H. Fowler

lost to V. H. Freeman and G. J. Mitchell

beat E. Savage and J. Pengelly

G. E. R. Divett and C. H. Bradley (H.K.C.C.)

beat G. Schmidt and E. Precht

beat O. May and O. Neidt

beat F. Ortlepp and B. Schroeter

A. N. Bloch and H. Nyhoff (H.K.C.C.)

beat G. Schmidt and E. Precht

beat O. May and O. Neidt

beat F. Ortlepp and B. Schroeter

K.I.T.C. v. NIPPON.

On their own ground, the Kowloon Indian T.C. lost to the Nippon Club by two sets to seven. Scores:—

Foros Ali and H. S. Mahan Singh (K.I.T.C.)

beat Takemasa and Inaoka

beat Ishibashi and Kawano

lost to Hato and Sato

Dr. Lal and Firdos Khan (K.I.T.C.)

lost to Takemasa and Inaoka

lost to Ishibashi and Kawano

lost to Hato and Sato

M. A. Khan and S. R. Saileh (K.I.T.C.)

lost to Takemasa and Inaoka

lost to Ishibashi and Kawano

lost to Hato and Sato

League TABLES.

The positions in the League to date are:—

"A" Division.

P. W. L. Pts.

Indian R.C. 2 2 0 2

Chinese R.C. 2 2 0 2

Kowloon C.C. 1 1 0 1

Hong Kong C.C. 1 1 2 1

South China A.A. 1 3 1 3

M.B.K. 2 0 2 0

"B" Division.

P. W. L. Pts.

Chinese R.C. 7 7 0 7

Indian R.C. 6 6 0 6

Club de Recreo 5 4 1 4

Craigengower C.C. 3 2 3 3

R.E. Sports Club 5 3 2 3

Kowloon C.C. 5 3 2 3

M.B.K. 4 2 2 2

United Services R.C. 6 2 3 2

Hong Kong C.C. 5 2 3 2

Civil Service C.C. 7 2 5 2

South China A.A. 3 1 2 1

Nippon Club 6 1 5 1

University 6 1 5 1

European Y.M.C.A. 6 0 6 0

"C" Division.

P. W. L. Pts.

Chinese R.C. 6 6 0 6

University 6 5 1 5

Hong Kong C.C. 7 5 2 5

Indian R.C. 8 3 0 3

South China A.A. 5 3 2 3

Club de Recreo 5 3 2 3

Nippon Club 4 2 2 2

Filipino Club 6 2 4 2

Kowloon C.C. 5 1 4 1

Kowloon I.T.C. 6 1 5 1

Civil Service C.C. 6 1 5 1

German T.C. 7 1 6 1

FOOTBALL.

Referees' Association Meeting.

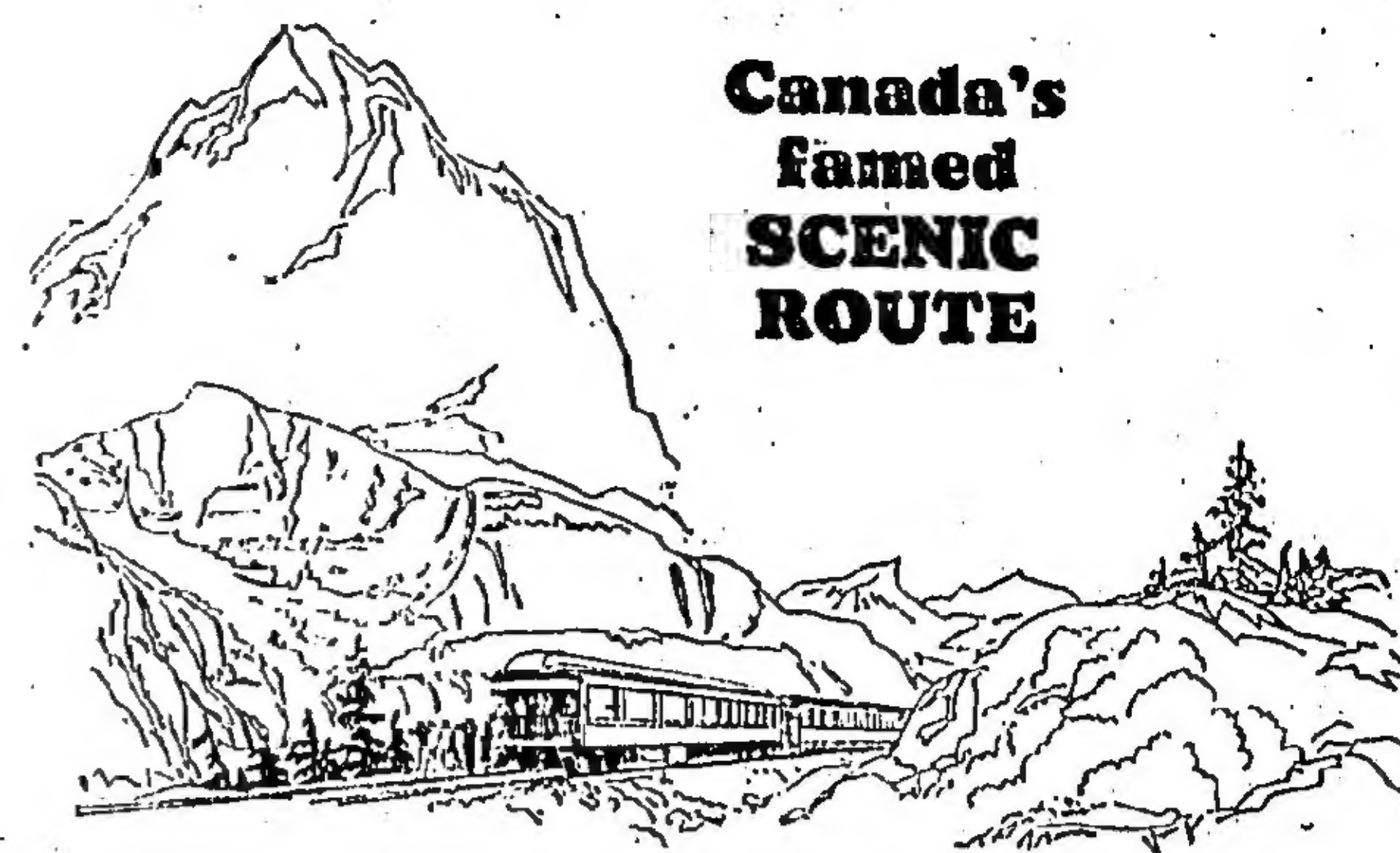
The Monthly meeting of the above association will be held in the Council office of the H.K.F.A., Queen's Road Central, on Thursday, June 5 at 5.30 p.m. sharp.

All interested are cordially invited to attend.

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BECAUSE of neglect and carelessness 4 out of 5 past forty contract Pyorrhea. Dread this disease with its host of serious ills, destroying your youth and health.

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Used regularly and in time, Forhan's wards off Pyorrhea or checks its vicious course. It firms the gums and keeps them healthy. It protects teeth and keeps them snowy white.

Play safe—start using Forhan's regularly morning and night. Teach your children this healthy habit.

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Forhan's for the gums

MORE THAN A TOOTH PASTE—IT CHECKS PYORRHEA

STOP THAT JAZZ!

Thuringia Takes Drastic Action.

"LITTLE MUSSOLINI".

Strict measures are to be taken in Thuringia against any cafe proprietor who permits jazz music or negro songs and dances to be played on his premises. Thuringia's Prime Minister, referred to in the popular Press as "Little Mussolini," is certainly only expressing the views of a large proportion of Germans when he vetoes the music that comes undiluted from America, but offenders are not likely to be fined elsewhere in Germany.

The effort to bring about a new wave of national German culture emanating from the State would be appreciated were it not accompanied by the blind political measures against "Internationalism" and all that makes for progress.



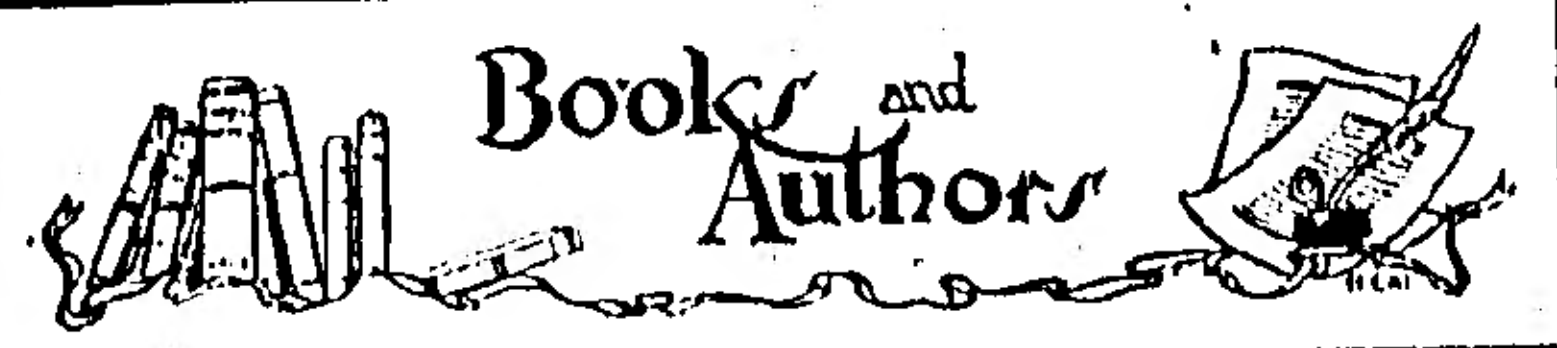
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LITERARY STYLE AND ITS FUTURE.

INFLUENCES OF MODERN MACHINERY ON WRITERS.

STACCATO PROSE.

From time to time, writes the Hon. R. B. H. of the House of Commons, the question of literary style is debated in the Press.

It is again on the carpet in certain organs of high-brow opinion, but again there is observable the usual disagreement touching the quality named.

It was said formerly that "style is the man," and by some this axiom has come to be accepted as all-sufficing. Nowadays, however, this sort of utterance pleases few minds and satisfies hardly any.

Our age is analytical, critical and introspective to no common degree. We are keen to reduce things in general to their first principles and to discover the origin and meaning of these.

Unity of Qualities. Probably no such finality as we aim at can or will be reached, but the attempt to secure it is at least good mental exercise for the human race.

Style in letters is a compound of qualities. The principal elements that form it would seem to be these: Ideas, words and the mode or manner of setting these last forth in aesthetic sequence.

Learning and originality of thought hardly enter into this computation. Many a first-class stylist has possessed little of either, though it must be admitted that he is the perfect craftsman who to good style unites the other qualities named.

Following Mallarmé, Mr. Lytton Strachey says that "poetry is not written with ideas; it is written with words," but surely this implied exclusion of elements that are necessary to great poetry, and invariably mark it, is dangerous to the Muse.

A just sense of the aesthetic value of words is an inseparable

part of the finished poet's equipment; to reason differently were surely absurd.

Mechanical Precision. It is because good poetry is a compound in which appear style and ideas in the highest forms of harmonious conjunction that we are able to distinguish good poetry from bad, tolerable verse from that which is demonstrably indifferent.

There is a revolt against style in some literary quarters to-day, and in France this revolt is perhaps more modish than elsewhere. It is doubtless a part of the general post-war impatience with tradition; it has obvious affinities with similar movements in contemporary painting, sculpture and architecture.

The motive to it is "supra-realism," which means in effect a violent and conscious repudiation in art and letters of all the appearances that constitute tradition.

But let us not regard this movement unphilosophically. What is styled tradition in art is itself but an accumulation of the effects of previous experience. Those who formed tradition as we know it were themselves as opposed to the trammels and limitations imposed by it, imposed by the tradition of their own times, as are the young and talented reformers of to-day.

Style is aesthetic value expressed in terms of letters; it is the device or invention that meets the need of discipline in art. It distinguishes the craftsman from the amateur—he who has but the power to assemble words on a page from the artist who, besides that power, possesses that of breathing vibrant life into them. In fine, though the veil of the temple of letters were rent from top to bottom, and though innovation sit on the ruins of it, yet style must endure so long as man's quest for art continues.

But, watchman of the ages! What of the future of style in letters? That is the truly pregnant question.

Describing one of his characters (a journalist) in a recent tale, Mr. William J. Makin says of him that he "would write in that nervous

staccato prose which read as though a typewriter and a telegraph machine alone were responsible for it. It possessed a mechanical precision, a soullessness, which was the very essence of the man."

Roar and Rattle. It might be urged with reason that the qualities spoken of are "the very essence" of much modern literary practice also. More and more as time goes on do writers tend to render style conformable to the symbol of the machine, whose growing sway in other directions over mankind is a cause of rejoicing to some, but of lamentation to others.

The old prose, with its leisurely sentences, its pomposity, its ornate and stately passages, its classic conceits and the many tricks of a craft based on models got from Greece and Rome, is disappearing as rapidly as snow melts under a warm sun and mild spring breeze, leaving in room a sort of prose whose only fitting emblem is the machine.

Art is fixed and eternal; it is only its forms that change and perish.

If there is much in modern style that is comparable to the roar and rattle of machinery we may be sure that the new mode of writing needs as much art and address in order to excel in it as the old.

The episodic nature of art, which is as restless and changeable as the sea, is what gives harmony and unity to the aesthetic life of man. Vogue and modes come and go, but the quest goes on for ever.

CONAN DOYLE SAYS

Every sort of earth-annihilation seems to keep pace with a high spiritual and intellectual life.

The man who will venture something in a big cause, even if he utterly fails, is the man who rises above ordinary human nature, and surely the difficult failure is more honourable than the facile success.

I don't care about being forced into virtue, and I feel about wine as Barrie felt about the dictionary, that "even if he did not use it, he liked to feel that it was there."

Mother-love is the best of all headmasters.

A Boston audience is very like an Edinburgh one, reserved, dignified, silent, and yet splendidly responsive in a very subtle way, if only by the total absence of movement or sound.



EVALUATED from the standpoint of nutrition and popularity, Ice Cream is a major food. For this reason, The Dairy Farm has successfully striven to make an ICE CREAM that is not only supremely delicious, but also the essence of purity and healthfulness.

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Music and Melody

OPERA AT COLOGNE.

Game of Pelota as Divertissement.

"THE MASQUE VENUS."

An opera in five scenes by Hermann Hauptmann, which was performed at Cologne on April 27, is an adaptation from the French of Prosper Mérimée made by Mme. Lili Wetzler.

The action takes place on the Franco-Spanish frontier in the year 1820, and is concerned with the finding of a statue of Venus on the property of an old French count whose disolute son, after having had an intrigue with a peasant girl, becomes engaged to the heroine, Reynalda, but falls dead in the bridal chamber on his wedding night on seeing an apparition of the goddess who has come to protect the bride from her unwelcome husband.

The interference of the Venus is provoked by the fact that Alfonso, the Count's son, has placed his engagement ring on the finger of the statue while taking part in a game of Pelota; but when he desired to put on the ring again he found to his horror that he was unable to withdraw it from the statue's finger. He therefore borrows a ring from his father's guest, a young Parisian archaeologist who has come to inspect the statue and who is secretly in love with Reynalda. After Alfonso's death the true lovers are united, and sing a love duet under the protection of the statue, which has been the means of bringing them together.

Turgid Music.

This picturesque legend affords ample scope for a picturesque setting, and Herr Wetzler has made the most of the opportunities offered by the text. Employing a full-size Strauss orchestra, complete with harmonium, bells, xylophone, gong and wind machine, he has composed a score which shows little originality but considerable knowledge of orchestral effect. The style is, however, excessively turgid, the themes bombastic, and the texture so overlaid that the ear becomes confused by so formidable a mass of rather formless sound.

There is, however, some extremely effective ballet music in the second act to accompany some unusual and picturesque Danque

dances; another feature is the introduction, probably unique in grand opera, of a game of Pelota, played on the stage and treated as a kind of ballet divertissement.

This rather strenuous music taxed the powers of the singers to the utmost, but Frau Elsa Forster made the most of a rather ungrateful part as Reynalda; Herr Singer was a suitable disolute and swaggering Alfonso, while Herr Huch as the romantic and lyrical lover sang with feeling and a sense of style. The ballet was under the direction of Herr Galpern and the composer conducted.

ROME'S OPERATIC SEASON.

High Prices and a Large Deficit.

Rome, April 30.

As the season at the Teatro Reale dell'Opera draws to an end there is much talk of Senator Libertini's outspoken criticism in the Senate, where he confirmed the rumour that the Rome Opera has incurred a deficit of five million lire (over \$50,000) during the winter. The loss is the more deplorable because the house is nearly always filled and prices, especially for "first" and "gala" nights, are higher than elsewhere, even than at the Metropolitan in New York.

One reason for this state of affairs, said the Senator, is that the choice of operas was not good. He suggested that State subsidies might be better employed elsewhere. Another is that too many seats are set aside for important people, who pay nothing at all, and for organisations connected with official federations and corporations.

Though the Senator did not say so, the hotels are also a little to blame. The porters buy up subscription tickets for the stalls at the opening of the season and resell them to visitors, at an enormous profit.

It is only fair to add that the Teatro Reale dell'Opera is a much better thing than the old Costanzi, as it was called before its reorganisation. The artists are well chosen. Claudia Muzio, Lauri Volpi, Achille Baggioni, Pertile, Eva Turner, and many others have delighted those lucky enough to hear them.

WORLD MUSIC CONGRESS.

This Week's Gathering in Vienna.

The World's Music and Singing Union, under the patronage of Richard Strauss, will hold its first international congress here from June 1 to 8. The gathering will be attended by representatives from most parts of the world, including Japan and the South American States. Works unknown to Vienna are to be performed, and the artistic and economic problems of modern musical life will be discussed.

It is intended to construct a large new concert-hall, which will be used on festive occasions, and for congresses in general. If reports are true certain American capitalists have shown interest in the idea which, if carried into effect, would be of great importance to Vienna.

ORCHESTRA.

Berlin, April 24.

The Berlin Philharmonic Orchestra has become an affair of high politics in Germany. Owing to the financial state of Prussia every extra expense has been curtailed, and considerable offence has been caused in musical circles by a reference to the Berlin Philharmonic as "a purely local affair."

This is because Prussia can call upon the orchestra of the State Opera to play on what are known in Germany as "representative occasions." Last year the Philharmonic subsidy was put down in the budget estimate at \$26,000. The actual running expenses annually are \$29,000. It was understood that the city of Berlin would be able to put up three-quarters of the money and the German Government a quarter, leaving the Federal State of Prussia out of the question altogether. However, not only is Berlin still in a bad way financially, but the Finance Minister in the Wilhelmstrasse has struck the Philharmonic subsidy out of the budget estimate. This is an unexpected blow.

It is now suggested that the orchestra should enter into a compact with the City Fathers to play on a certain number of festive occasions, and that its various highly-paid conductors should arrange their foreign tours accordingly. When the Reichstag discusses the various items of the budget, it will be required by various music lovers to give an opinion as to the relative national and international value to Germany of her first-class orchestra and her now small-type battalions.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

11 a.m.—Church Service relayed from Union Church.

12-15 p.m. Approx.—Chinese Programme.

1 p.m.—Close Down.

9 p.m.—March Militaire (Schubert), Andantino (Lemere),

Arthur Meale (Organ).

9.10 p.m.—Patience—Selection (Sullivan).

9.20 p.m.—Relay from Queen's Theatre of the Talking Picture "Puttin' on the Ritz."

WISE AND OTHERWISE

Impatient Diner: "I suppose, waiter, I can sit here till I starve?"
Waiter: "I'm afraid not, sir. We close at ten."

"You must drink hot water with your whisky," the doctor told his patient: "otherwise you mustn't take it at all."

"But how shall I get the hot water?" the patient queried. "My wife won't let me have it for the whisky today."

"Tell her you want to shave," the doctor said, and took his departure.

The next day the doctor asked the wife how his patient was.

"He's quite mad," she replied. "He shaves every ten minutes."

A man had a very intelligent dog, and used to give it a penny a day to go to the confectioner's for a bun for its lunch. The dog seemed quite satisfied with this arrangement until one day the man found it burying its penny in the garden.

This puzzled him. So much so, that he went to the confectioner's to make inquiries. There he found that the bun the dog had been "burying" were marked "Seven for sixpence." The dog was a Scotch terrier.

The New York lawyer looked up as his friend dashed into the office. "Hullo, what is the matter?" he said.

"Pat o' mine just been pinched for stealing whisky," explained the other excitedly. "Will you take the case?"

"Sure—is it going cheap?"

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WEDDING DRESSES.

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APPOINTMENTS.

His Excellency the Governor has made the following appointments:—

Mr. William James Lockhart-Smith to be a Deputy Registrar of Marriages with effect from May 27.

Lieutenant Harry Owen Hughes, Volunteer Defence Corps, to be one

of his Honorary Aides-de-Camp, with effect from this date.

Mr. Lo Ka-mo to be a "Forest Officer" for the control and superintendence of the Forests of the Colony.

Mr. Frederick Charles Hall to be a member of the Sanitary Board for a term of three years, vice Lieutenant-Colonel Charles Dumaon Myles, O.B.E., R.A.M.C., resigned, with effect from May 23.

Mr. Hall is in the firm of Jardine, Matheson and Co. and an unofficial J.P.

MOTOR 'BUSES.

In the current issue of the Government Gazette is published a full detail of the constructional requirements of the Inspector General of Police in considering applications for motor omnibus licences.



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BALLET AND BALLROOM DANCING.
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let your face decide!

You shave the same way every day.
Same old soap—same old brush—
more lathering... it's a habit.
Barbasol will change this habit—
give you an easier, faster, smoother
shave.

Make this test. Use your favorite
shaving soap, as you use it every
day—but only on one-half of
your face.

Now—wet the otherside, with
hot or cold water—spread on
creamy, cooling Barbasol. No
brush. No lathering. No rubbing.
Just shave.

Let your face decide. Barbasol is
cool and soft—pliant with the
natural oil left in the skin—and
what a capital clean shave.

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MULLER, MACLEAN & CO., INC.

Barbasol
For Modern Shaving

PHOSFERINE IS THE GREATEST OF ALL TONICS

invigorates brain and body natu-
rally, and is given with equally good
results to the children as to adults.
The advantage of taking Phosferine
is immediate—it has real and lasting
benefit upon everybody's system,
and makes you well and keeps
you well.

Endorsed by athletes and brain workers the world over.
From the very first day you take Phosferine, you will gain new
confidence, new life, new endurance. It makes you eat better,
and you will look as fit as you feel.

Honoured by commands from the British Royal Family, H.M.
The Queen of Roumania, H.M. The King of Spain, H.M. The
Queen of Spain, etc., etc.

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THE GREATEST OF ALL TONICS FOR

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SUN HOW WAH. 華 巧 新

Round The Town

Forty-two years' service in the Government is the proud record of Mr. Amaro John Reed, I.S.O., accountant. General Post Office. It was on June 2, 1888, that Mr. Reed was appointed a clerk, becoming accountant on March 1, 1899. This position of trust Mr. Reed has held ever since, and in 1927 (January 1) he became Class 1, Senior Clerical and Accounting Staff. On H.M. the King's Birthday in 1928, Mr. Reed was made a Companion of the Imperial Service Order.

Mr. James Old Somerset, Charles West, Man, Prisons Department, to-day completes 25 years' service in the Government. In 1905, on June 1, he was appointed a Warder which post he held till September 29, when he was promoted to Principal Warder, becoming Chief Warder on January 1, 1920. Mr. West, it is of interest to note here, is one of the oldest ex-members of the Somerset Light Infantry, being connected with that battalion 32 years ago.

Here are a couple Tales of a good Court Detective. stories concerning Divisional Inspector Donald Macdonald who left by the N.Y.K. s.s. Chichibu Maru on Thursday, on retirement.

In both instances Mr. R. E. Lindell was the victim, but he enjoyed the jokes as much as anybody else.

On one occasion Dougal charged a Chinese with hawking cat fish outside market limits.

Mr. Lindell inquired innocently if only cats eat that particular kind of fish.

Holding up the charge sheet to conceal his smile, Dougal replied that although it was called cat fish, he thought that the cats got very little, if any, of it. His experience with the cat at No. 2 Station, was that it only got the heads of the fish!

In the other case, "Selling Dougal charged a Chinese with hawking without a licence, as the charge sheet

was handed up to him, Mr. Lindell inquired with surprise: "Selling bears?"

All the wise ones in Court smiled, and it was whispered that obviously "pears" was the right word.

But Dougal had a surprise for them all. He told the Magistrate that beam was right, but in copying out the charge, the Court clerk had left out one very important word which made all the difference—paws! As he spoke, Dougal held up for the Magistrate's inspection a pair of dried bear's paws.

It might be explained that bear's paws, like deer horns, dried tiger's nerves, in fact, parts of any and every wild creature, the Chinese regard as strength giving. They brew a cordial with these things and believe that by drinking the stuff they become strong and brave!

Dougal also used to An Old Beggar. story about the old beggar, with no arms and legs, who played a barrel organ in the streets.

There is a catch in that story and Dougal was happy when his victims asked the very natural question: "How does he do it?"

Dougal claimed that many a "poor fish" had bitten hard when told that story, and the writer can believe it because he was present when a "cod" bit!

However, he cannot give the solution here, because being a "guid Scot" Dougal hates to give anything away for nothing. He must have his price—a laugh at the expense of the poor "fishes" who bite, and Dougal is always disappointed when one won't bite. Therefore, he would not thank the writer for giving the game away, even after his departure.

Everybody knows that there is a chair hire tariff in existence in Hong Kong, and everybody knows also that the coolies are for ever trying to "squeeze" when the least opportunity offers itself. This serves for what is called in "journalese" an "intro," for the recording of a flagrant attempt to

"squeeze" which happened after 2 a.m. on Sunday last.

The writer was returning home at that unearthly hour. No, he had not been "kidding about" but had just seen the *Sunday Herald* to bed. It was a wet night. He had no umbrella, so had to appear happy "walkin' in the rain." Outside the chair shelter at the foot of Glenelg, against the wall of the St. Paul's College ground, he discovered a chair and heaved a sigh of relief.

He motioned to the coolies crouching against the wall of the shelter. They were willing enough. Then, from out of the darkness came the falsetto voice of a Chinese female calling "Kieu, ah" (chair). Instantly there was an exchange of words, between the coolies, and their eagerness faded. The writer insisted, speaking in Cantonese. Then one of the coolies showed his hand.

He claimed that the voice in the dark was that of a regular customer, where did the "taipan" want to go to, and how much would he pay them to ease their conscience and make them ignore the call of the fair one in distress?

It was too wet for Ladies Not. the writer to feel chivalrous and put the "ladies first" bunkum into practice. He replied that the Taipan wanted to go to Robinson Road and he would pay double (50 cents) for the journey! The greedy coolies' covetousness returned and the "Taipan" went home dry. Needless to say, he wasn't such a "mug" to pay double-free because he knows that chair coolies have an uncanny memory for faces, and he would be "skinned" for the rest of his life if he did, because word passes around quickly among chair coolies. So he paid the usual 25 cents and two very crestfallen coolies picked up their chairs and departed. They made no attempt to create a scene because the writer had made a pretence at noting their chair number, and they knew they were in the wrong. However, they swore at each other and did not mince words in blaming each other for allowing themselves to be "tricked!"

SUNDAY SALLIES.

Applicants for the flush system seldom look flushed with success.

The house of a Bishop has been burgled in Kowloon.—Looking for the surprise jewellery!

The chief occupation during the week will be picking out lucky numbers for race cash sweeps.

Newspaper report: There was a large attendance of over 350 people.—Audited and found correct.

Had the dance been anywhere else than at the Cheero there would have been an attendance of over 350 ladies and gentlemen.

More and more of our residents are finding themselves "on the beach"—on Saturday and Sunday afternoons.

Trade report:—"Manufacturers of rubber articles report brisk business."—Which accounts for their elastic feeling.

Newspaper report: "At the Crown Land Office three lots of land were auctioned and sold."—Also disposed of and vended.

A Chinese has got six strokes of the cane for going after some peaches in a Shamshupo orchard.—Canned peaches.

Having enabled so many men to do time Inspector Macdonald was presented with a chiming clock as a parting souvenir.

A white mess jacket may be worn at the King's Birthday reception.—Must pick out the latest jacket of which the wash smail has made a mess.

In Hong Kong, June, 1930:—He:—Will you, er, er, marry me? She:—Not on your life unless you chop chop become a Volunteer.

The Private Secretary to the new Governor appears to be a Tufton.

The orchestra at the Cheero final dance of the season played very True.

The posting of billet doux will cost the Romeo and Juliet in China more after July 1.

'Tis said that the Maskee can ride anything.—How about giving it a mount at the next extra race meeting?

The punching of tickets on the Kowloon-Canton Railway raises more stir than the punching of heads anywhere else.

Pity the poor Professor at the University who gets only \$630 per month plus a free house or \$200 house allowance.

The ship's carpenter on the Empress of Russia showed very Elworthy bravery in rescuing a Russian lady passenger who fell overboard.

Things that might have been better expressed: "All concerned highly appreciate the interest which Lady Peel took in the Canteen."

A Professor in an aeroplane over Los Angeles has talked for 10 minutes by Wireless 'phone to a chap in Berlin.—Afy nothings were spoken, presumably.

If the Fire Brigade can be called out to extinguish a Chinese lantern in the middle of the street, how about enlisting its aid when a man gets in a fiery temper or when a lawn bowler burns a hand?

Candid handling in Bangkok paper:— Prince And Prince Purachatra Will Celebrate Silver Wedding. Presumably the Fahway has been engaged for the occasion!

The sterling worth of many a Government Servant has depreciated of late.

When a Benedict starts to grow a moustache we may expect hair-raising developments.

If Moss makes a habit of burning heads he'll have to take his Fire Brigade engines with him.

On the Ferry:— He: I say stabilise the dollar. She: Why don't they ask the Jockey Club to do it, then?

National Trait:— One Filipino—a musician. Two Filipinos—a cock fight. Three Filipinos—a dance hall.

In Kuala Lumpur James Herbert Hogg has been sentenced to three months' jail for rash driving.—A regular road hog.

A Chinese has arrived at Barcelona to challenge the Spanish experts at bull fighting.—The Chinese in this Colony tackle both bulls and bears on the share market.

For the suppression of bandits in the East River districts Cantonese troops are going to Swatow and thence to Wooping.—We hear of an epidemic of Whooping cough among the bandits.

In a contemporary we read:— We are asked to state that at the King's Birthday reception at Government House on June 3rd, white mess jackets may be worn.

We are asked to state that at the King's Birthday Reception at Government House on June 3rd, white mess jackets may be worn.

Least there be any ambiguity may we state that:—

We are asked to state that at the King's Birthday Reception at Government House on June 3rd, white mess jackets may be worn. Quite clear now?

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HONG KONG, SUNDAY, JUNE 1, 1930.

The High Cost of Half-Baked Students.

VERY lengthy articles have appeared in the Press comparing the
system and cost of education in this Colony with that in the
Straits Settlements and comparing the cost of educating scholars
in Government secondary schools with the cost of educating scholars
in other secondary schools.

It is stated—and not so far contradicted—that the Government
secondary schools educate 2,786 scholars at a cost to the Colony of
\$410,500 and that non-Government secondary schools educate 4,658
scholars at a cost of \$129,276.

That revelation must be an amazing one to many. But it is no
less amazing than the statement that the cost per head to Govern-
ment of boys educated at King's and Queen's Colleges is, after de-
ducting fees, \$127 and \$170 per annum. And these Colleges are
not open to British but only to Chinese boys.

There were in 1928 only five schools for British children, in-
volving the services of only 35 certificated teachers. It has been
suggested that economy might be effected by using more pupil
teachers or teachers in training at these five schools and by reduc-
ing starting salaries. This is a suggestion to which no British
resident can agree in its entirety. For British schools all the staff,
from the highest to the lowest, ought to be British. The starting
salaries do not err on the side of extravagance—at least no one with
actual experience of teaching children in a tropical Colony would say
so. And they should know!

Whilst few who look to the wider interests of the Colony can
deny that there must be adequate facilities for the education of
Chinese, it must be staggering to find that the cost of educating
2,656 non-British scholars in Government secondary schools is no
less than \$333,500. Why should the cost per head at Queen's
College be \$170, at King's College, \$127, at Belknap Public School for
Girls \$98, at Yau-mat District School \$99, and at Wai-sai District
School, \$95? Why should the cost be only \$37 at St. Joseph's College,
\$27 at the Diocesan Girls' School, \$26 at the Italian Convent, and
\$39 at the Diocesan Boys School?

Is the Colony receiving a truly adequate return for that \$333,500
expended on educating 2,656 non-British scholars per annum? Is
there any appreciable increase in the standard of education of boys
who come from these Government secondary schools into the com-
mercial life of the community? Is there not a danger that a vast
proportion of that money is frittered away on turning out half-
baked students to whom, in later years, "a little knowledge" may be
"a dangerous thing"?

If the community is prepared to foot the bill year by year with-
out dissent it is only because it is being religiously kept in the dark.
At the whim of a former Governor the meetings of the Board of
Education are held behind closed doors. There is nothing beyond
the Blue Book and the Estimates to show whether or not the in-
terests of the public in regard to education are being adequately
safeguarded. "Lux" in his articles has revived our worst fears. It
is now the move of the Government to justify the Education Depart-
ment and the Board of Education or obliterate them both and start
with genuine educational reforms with a perfectly clean sheet.

HONG KONG FAIRY STORIES.

Amy Johnson has been elected
the first life member of the Hong
Kong Flying Club.

From a local paper:—
"On the day before the crime,
the deceased asked him for \$10."

Those who made ducks in the
Interport cricket match are tak-
ing up poultry farming in the
New Territories.

On hearing that a London paper
got a good advertisement
for itself by giving Amy Johnson
£10,000 six Hong Kong bachelors
promptly cabled offers of mar-
riage to her.

The Volunteer Headquarters
had to keep open till past mid-
night to cope with the rush of
new recruits under 30 years of
age and the two battalions are
being asked to lend half a dozen
drill sergeants.

News in Brief

Madame Carolyn and a Chinese
ballet of seven will appear at the
Majestic Theatre to-morrow, Tues-
day, and Wednesday. A special
notice appears under "Kowloon
Notes" on page 12.

A report has reached the Police
to the effect that a Chinese girl,
named Lau Tai-fuk, aged 6, was
missing from her home, 30,
Shanghai Street, ground floor, at
12.30 p.m. yesterday.

The Police at Kowloon yesterday
removed a Chinese, aged about 40,
to the Lunatic Asylum, by order of
the Port Health Officer. He was a
passenger on the President Harri-
son from San Francisco and ports.

Mr. C. E. Barros, of 565, Nathan
Road, yesterday took to the Water
Police Station a black setter dog,
which had strayed into his pre-
mises at 5.45 in the morning. The
animal is being temporarily kept at
Mr. Barros' house, pending any
claim which may be made.

The Rev. R. H. V. Brougham,
Chaplain of the Seamen's Institute,
has reported to the Police the
loss of a yellow mongrel bitch,
which had no licence and no collar.
It is stated to have been missed
while at Barker's Bungalow, Sai
Wan at 5 o'clock yesterday after-
noon.

According to a reported made
to the Police, a small rattan basket
containing a cheque book of the
Hong Kong & Shanghai Banking
Corporation, a library book, and
\$200 in notes, was either stolen or
lost from St. Stephen's College,
Stanley, some time yesterday, be-
tween 9.30 a.m. and 12.30 p.m.

MR. H. E. GOLDSMITH.

Assistant Director,
P.W.D. & Author.

Mr. Henry E. Goldsmith, M.L.M.
and C.V.E., M.R.S.L., Assistant
Director of Public Works, and
publisher of "Hong Kong Roads,
Past, Present and Future,"
"Practical Road Engineering" and
several other books, to-day
rounds up 23 years' service in the
Government.

Mr. Goldsmith's service goes
back as far as June 1, 1907, when
he was appointed Assistant En-
gineer, Maintenance Office, and in
the same year (from October to
December) he was seconded to
the Architectural Office.

In 1908 (March 11 to December
4) Mr. Goldsmith became Acting
Executive Engineer, in connection
with which post he received the
thanks of the Government for
preparation of the P.W.D.
Schedule of Prices.

Up to the year 1918, Mr. Gola-
smith held the post of acting ex-
ecutive engineer at different
times, until his appointment to
Second Grade executive engineer
in charge of Roads, Telephones
and Electrical Works, becoming
First Grade on March 16, 1920.

Mr. Goldsmith received the post
of "acting" Assistant Director of
Public Works from March 26 to
October 25, 1921.

April to November, 1923, saw
Mr. H. E. Goldsmith in charge of
Cape D'Aguilar Wireless Station.

In 1924 (January) he was in
charge of Transport Service in
addition, and in February, he was
seconded for special service to
Macao. In June, July and August,
he was attached to the office of
the Crown Agents for the
Colonies.

Mr. Goldsmith was again the
recipient of thanks from the
Government for his arduous work
in the preparation of the Report
on the Transportation of Public
over Highways, in 1925 (January
4).

On September 3, 1926, he was
promoted Assistant Director of
Public Works.

Mr. Goldsmith is a Vice-
President of the Philharmonic
Society.

Maggie has a say



My Dear Christina,

The guld Book says that "he is
born o' a woman is born too trouble
as the sparks fly upward." Why a
the blame should be put on the wo-
man I cauna for the life o' me tell.
An' is there no such a thing as a
woman bein' born too trouble
through no fault o' her ain? Take
the exchange, for instance.

Tae read the paper ye would
think that a' the trouble is bein'
bravely borne by the puir men folk!
They are fair runnin' amok like a lot
o' demoted Malays that have had
mair than a fair taste of witchcraft
or magic put intae their systems.
E'en Wull he can't hame the ither
nicht an' blamed the low dollar on
his no bein' able tae use up as
muckle o' the Club's chalk on his
lawn bowls as before, sae ye'll agree
that things are comin' tae a pretty
pass in this Colony!

Wull he says—and he thinks that
what he says should go—that if he
had his way he'd shut down a' the
Banks for a fortnight; he'd outlaw
(whatever that may mean) a' the
gamblers in siller an' exchange; he
would fix the dollar—oor ain Hong
Kong dollar and none o' yer Mexican
or ither foreign stuff—on a sterling
basis; an' he would deport every
market stall keeper an' ither
retailers if found out exploitin' the
public.

Min' ye, Chris, he gives in, does
Wull, that the cost o' a guld many
things must gae up when a man has
tae pay mair for bringin' them
intae the Colony. There's his
cigarettes, for instance. E'en
afere the dollar got such an awfu'
thud, he found out that different
places charged different prices for
the same brand. As soon as he
tumbled tae that, what did he dae?
Weel, bein' Scots—an' proud o' it—
he waited till he wanted some siller
changed and then he walked round
tae the money changer's place an'
bought his smokes there—gettin'
them cheaper than elsewhere an'
gettin' his siller changed for
nothing. That lasted a' richt for
some time till they put up their
price. But o'en that has been put
up still higher at ither places for
no' apparent reason unless that o'
cheer greed. They think if a man
must smoke he must pay the penalty
for he won't gae without them.

But I didna set out tae talk o'
Wull an' his troubles. I was think-
in' o' my ain. There's the market
prices which Wull he says he would
deal wi' wi' a verra heavy haun if
he vers on the Sanitary Board for
jist three minutes. I'm gettin'
fair afraid tae look him in the face
when I want some siller tae keep
things goin' till the end o' the month.
He says, he does, he kens fine the
market folk are fair robbin' us, but
there's a kir' o' look in his eys that

would upset e'en an amah or a
Chinese boy found out doublin'
her or his cumshaw at
master's expense. If he were
a lawyer or a Judge there
would be no need of trials, for that
look o' his would jist wring the
truth frae the evil doors, in less
than a jiffy. They simply couldna
stand up tae him. Pity he's no
on the Currency Commission—he'd
hae the dollar experts crumplin' up
before him like a piece o' matchwood.
They would suddenly "remember"
another engagement an' beg tae be
excused frae talkin' ony mair about
currency. Both they an' the dollar
would be stabilised in the twinklin'
o' an eye—Wull's eye.

These few lines, Chris, were
written last nicht, an' I'll hae tae
be pretty smart tae catch the post.
But blame the amah. She suddenly
found out there was such a lot o'
things tae buy an' when I set them
a' down on paper an' compared the
prices wi' those o' four months ago
I found there was from one to four
cents rise in every blessed thing.
Charcoal—well, I ask ye what has
that tae dae wi' the low dollar?
What has locally grown vegetables
tae dae wi' the low dollar? What
has salt fish got tae dae wi' the low
dollar? An' a lot o' ither things,
no' forgettin' eggs—are the hons
in league wi' the exchange
manipulators that they charge mair
for layin' it? If that was a' it
wouldna be sae bad. But the amah
if she entices sight o' a
five dollar note she jist grabs it
an' canna hame frae the market an'
says I still owe her about forty
cents.

Wi' her ain siller she is as careful
as if she had the blood o' a hundred
misers, twa hundred Jews, and three
hundred Aberdonians in her. She
o'en prefers tae be half eaten alive
at nights wi' mosquitoes rather than
pay out a dollar or twa for a bit
mosquito netting. She'll bring
hame the mair awfu' "high" meat
for her ain chow an' glout over the
fact that she got it at less than
half price. But my siller—well, she
jist makes it disappear like anaw in
a thaw. An' when she gies me an
account o' it a'—what a memory—
no' a cent out against her! If I
dare question one cent she's out wi'
the choicest expression o' disgust
an' disdain that I dinna trust her.

Aye, Chris, this dollar business is
verra muckle worse for the women
than the men. Let them tackle the
amah or the "boy" or e'en gao tae
the market an' the shops themsel-
they would soon see that the fellow
who said that "man is born tae
trouble as the sparks fly upward"
took no' thocht for the woman in
Hong Kong wi' the dollar at 1/4
3-16.

Cheerio—Hill next week.
MAGGIE MACLEAN.

33 YEARS.

**Mr. Philip P. J.
Wodehouse.**

Mr. Philip P. J. Wodehouse,
C.I.E., Deputy Superintendent of
Police, who is at present on Home
leave, and who is also a brother
of the popular author, P. G.
Wodehouse, to-day celebrates 33
years' service in the Police Force.

Commencing on June 1, 1897,
as student interpreter, Mr.
Wodehouse became First Clerk,
Registrar General's Office, on
April 12 the next year.

Mr. Wodehouse, who is a speaker
of the Cantonese, Urdu, and
Punjabi tongues, has held many
positions, such as A.S.P.
(1901), Census Officer (1900
1906, and 1910), Police Magis-
trate, N.T. (Island) September,
1906), and was appointed a mem-

ber of the Board of Examiners on
December 3, 1907.

He became Acting Deputy
Superintendent of Police on
September 7, 1907, holding this
position in January 7, 1908; May
to October, 1909; and December,
1910, to May, 1911, when he was
appointed on October 25, 1911, to
January 14, 1912, Acting As-
sistant Superintendent of Victoria
Jail.

His appointment as D.S.P. was
finally gazetted on January 14,
1912.

In January, 1918, Mr. Wode-
house was Aide-de-Camp to H.E.
the Governor, after which he was
Acting C.S.P. in addition.

On H.M. the King's Birthday,
1919, Mr. Wodehouse was honou-
red with the C.I.E.

From April, 1920, to the date of
his departure on Home leave
Mr. Wodehouse acted in the ca-
pacity of C.S.P. on three occasions.

Mr. Wodehouse takes a very
keen interest in football, being a
Vice-President of the Football
Association.

CARNERA MUSES.

As He Reads Cowper's Lines on Alexander Selkirk.

I am monarch of all I survey,
My left there is none to dispute,
My upper—cut across them away,
And my right is considered a beauty.

I am out of humanity's reach
With my eighty good inches and one.
At the sight of me heavyweights screech,
For I weigh just an eighth of a ton.

How fleet is the glance of the mind
In my victim, when with my good right
I plug what is known as his wind,
And finish my work for the night.

Degenerate six-footers shout
Lilliputian heroes at me,
But a fly from my mitt and they're out.
Their tumblers in shocking to see.

When I think of my own native land
And the lundie pie that I ate there,
I lift up my big beefy hand
And in accents disgruntled declare:

"Oh had I the wins of a glove
"When I lugged a big hulk on the jetty,
"I'd be now in the arms of my love
"Emmeshed in a maze of spaghetti.

"Ye wins that have made me your sport,
"And brought me in many a guinea,
"To my dear native land I'll resort,
"And promptly lay out Muscullini.

—W.K.

TAIPO TOPICS

[From the United Press Staff
Correspondent in the Front.]

Subscriptions are invited to-
ward the purchase of a tarpaulin
and some wedges in order to
batten down the Taiipo Market
garbage heap before our latest
distinguished arrival to the
Colony gets his eyes on it.

The successful introduction of
the automatic telephone system in
the neighbouring Colony has put
an end to the habit generated by
a number of people, whilst the old
system was in use, of doing a bit
of knitting whilst waiting for
Central to respond to their
cranking up.

Of the trees left in the middle
of the Main Road at Taiipo when
the road was widened recently one
has died and another has broken
out into bloom. If a shoal of saw-
fishes could get at the remain-
der it would be one further step
toward humanising the New Ter-
ritories.

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WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG FERRY WHARF STORE.
LOWER PEAK TRAM STATION STORE.
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LEE YEE, D'Agullar St.

Hongkong Sunday Herald.

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AND ILLUSTRATIONS TO THE
EDITOR OF THE "SUNDAY HERALD"
FOR INSERTION IN THIS PAGE,
SUBJECT TO HIS DISCRETION.

ILLUSTRATED SECTION.

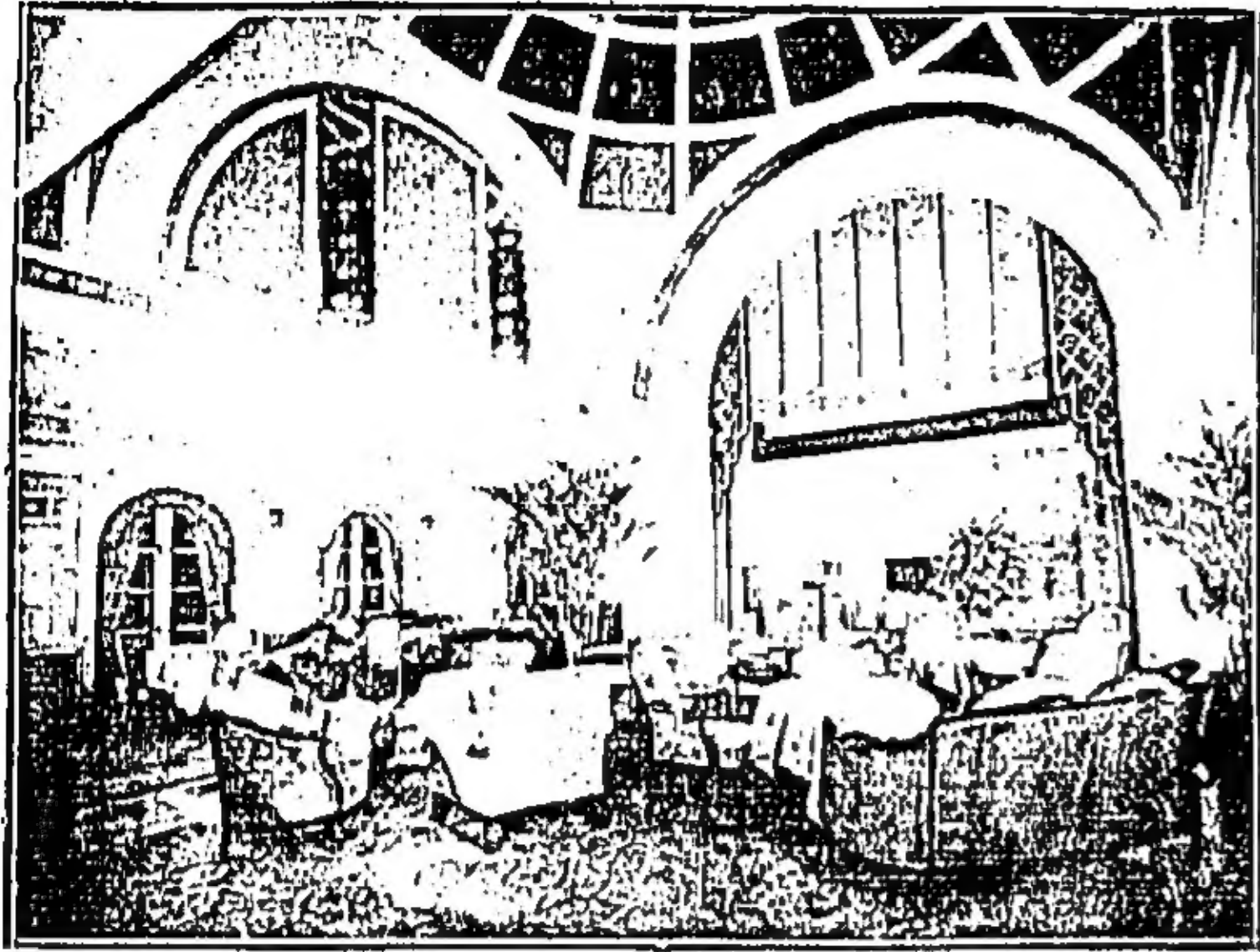
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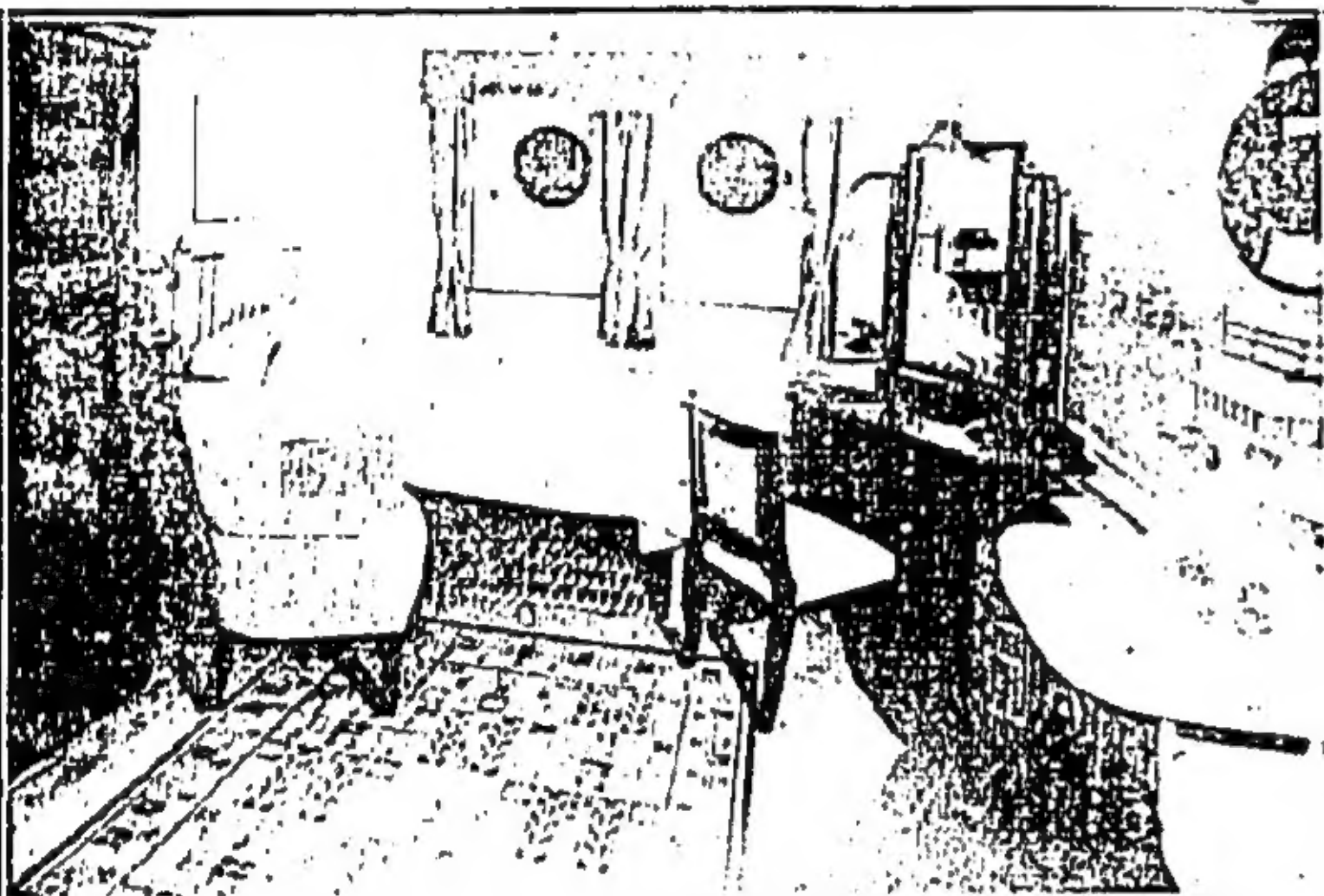
KOWLOON FERRY WHARF STORE.
HUNG CHEONG, Kowloon.
EXCELSIOR BOOK STORE,
Branch, Peninsula Hotel.

HONG KONG, SUNDAY, JUNE 1, 1930.

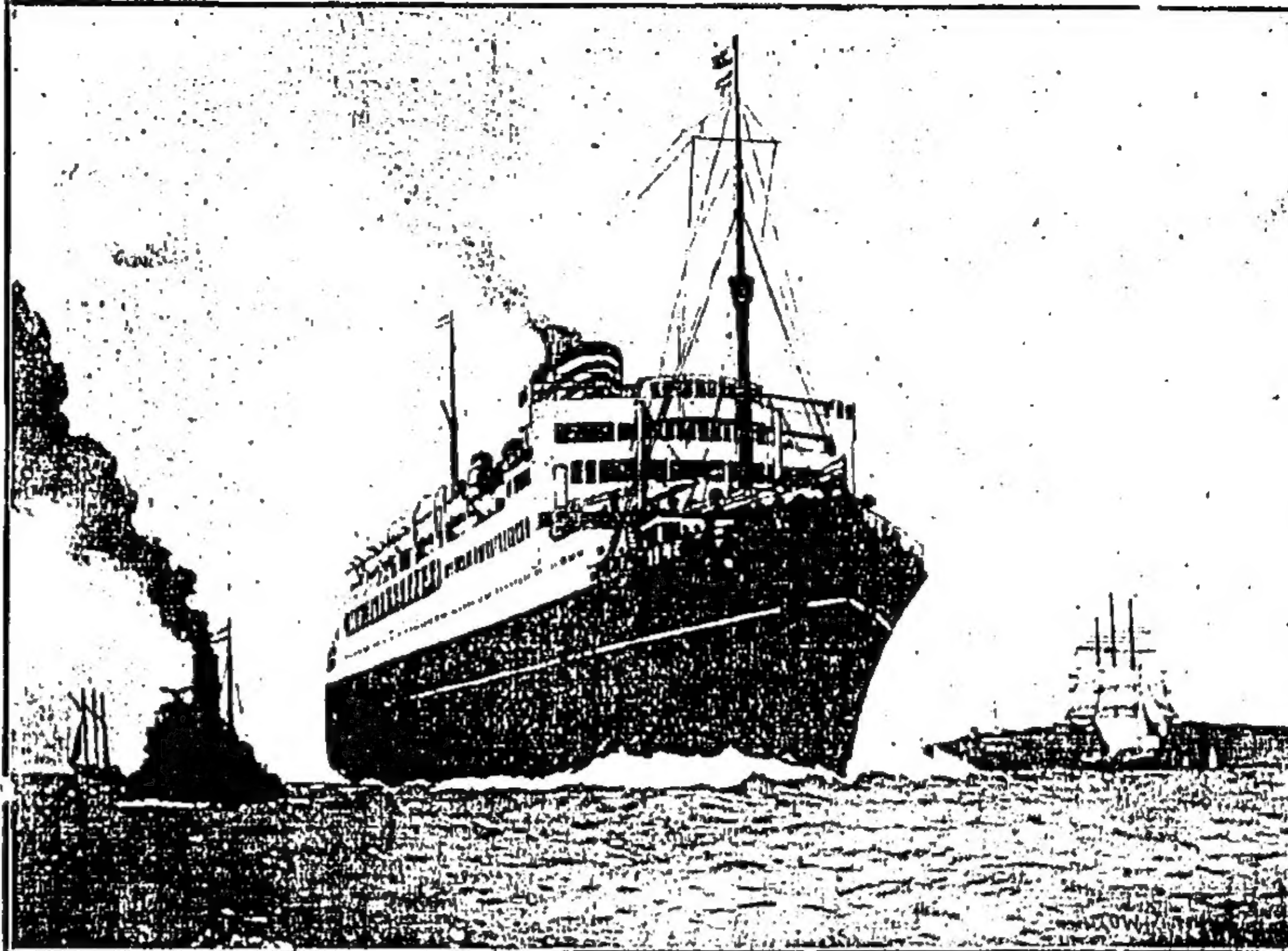
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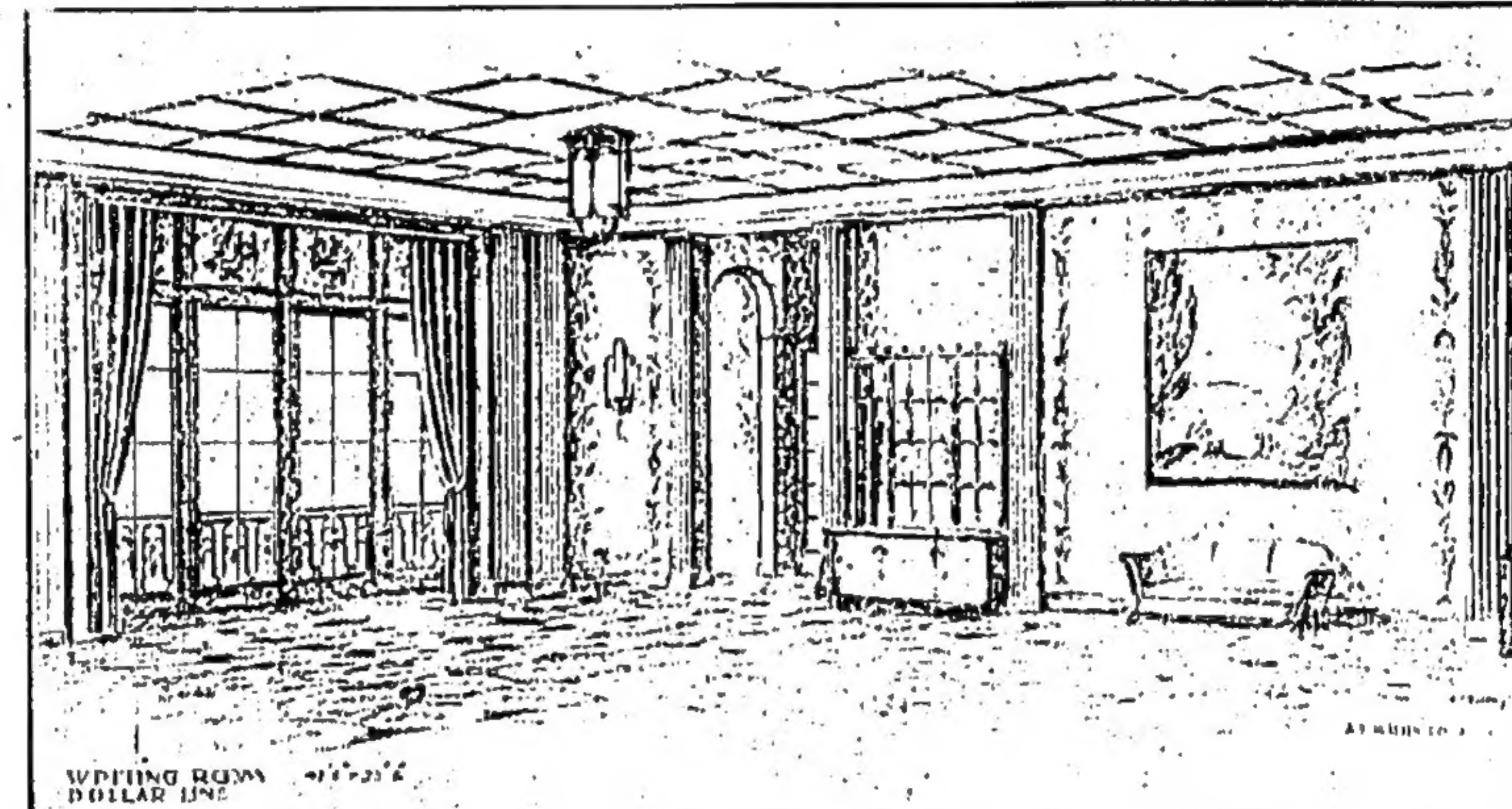
THE FIRST-CLASS LOUNGE, showing the beautiful furnishings and decorations, on the Chichibu Maru. Note the height of the ceiling and the general feeling of breadth and airiness.



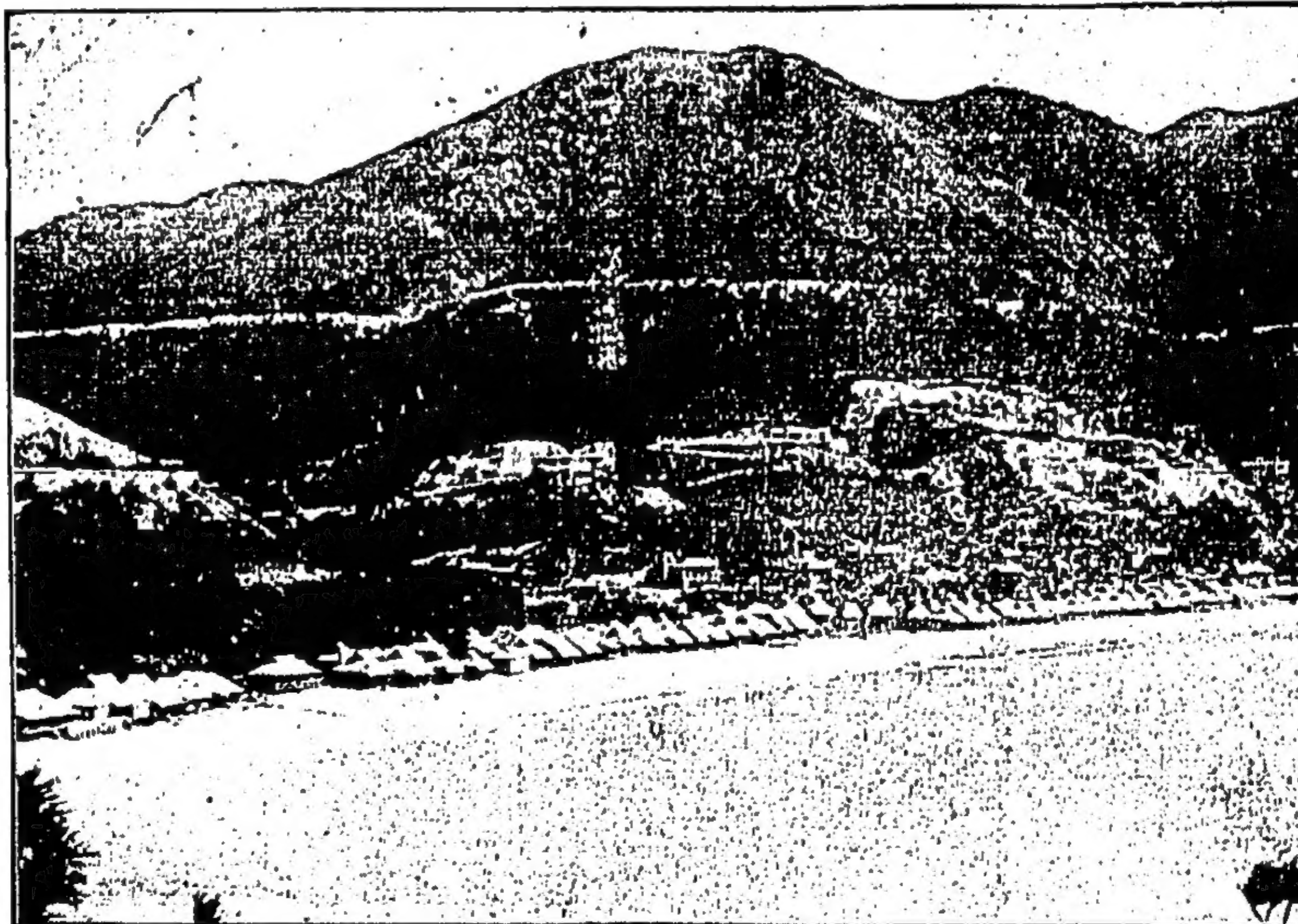
LUXURY AT SEA.—Interior of one of the many luxurious first-class cabins, containing bed accommodation for two persons, on the N.Y.K. vessel Chichibu Maru.



THEN AND NOW.—An interesting picture reproduced from an oil painting showing the new N.Y.K. vessel Chichibu Maru, (17,000 tons gross, length 533 feet, beam 74 feet) and a sailing ship of former days. The Chichibu Maru recently arrived in Hong Kong on her maiden voyage.



NEW DOLLAR BOAT.—A corner of the writing room on one of the new Dollar Line boats at present under construction at Newport, Virginia, U.S.A.



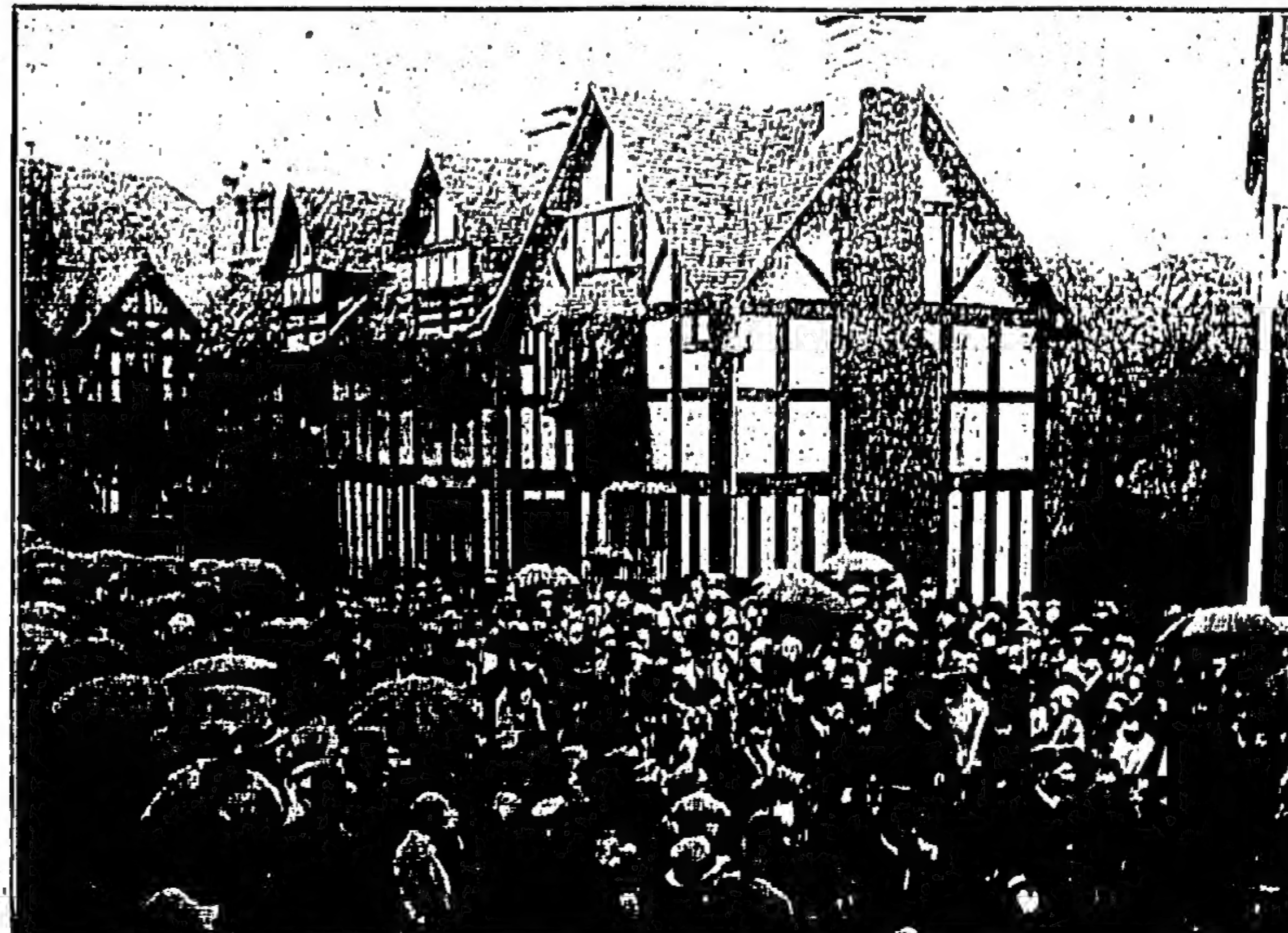
GOOD BATHING HERE.—A changing view of the beaches lining the beautiful sands at Cheung Chau, ("Dumb Bell Island") which is a favourite resort for residents of Hong Kong and all parts of China during the summer months.—(Lee Fong).



LOCAL SAMPOON.—Mr. A. D. Spoor, a local amateur, and strong man who recently appeared as "Sampo," the Pocket Hercules in an exhibition of muscle control, and weight lifting at the Star Theatre, Kowloon.



"NAAFI" DINNER.—The Accountancy Staff of the Navy, Army and Air Force were hosts at a dinner given last week at Lane Crawford's Restaurant in honour of Mr. H. Hale, A.C.S.E., Accountant of the "Mantou," who returned home by the "Mantou," last Saturday.—(H. Williams).



HONOURING SHAKESPEARE.—The annual celebrations in honour of the birth of William Shakespeare, took place at Stratford-on-Avon, Warwickshire, on April 23.—(Sport and General).

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Fortnightly on TUESDAYS.

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Sailings from BATAVIA weekly on WEDNESDAYS via
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First class fare from Hong Kong to Genoa \$100.15.0
Marseilles

First class fare from Hong Kong to Southampton, £105.15.0
Supplement for conveyance from SOURABAYA to
BATAVIA by K.P.M. £6.5.0; by rail \$4.0.0.

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KASHMIR SILK STORE,
Opposite Queen's Theatre.



The Woman's Page



TASTY MEAT PASTE.

1 lb. bladebone steak, ¼ lb. butter, 1 tablespoonful anchovy sauce or vinegar, 1 teaspoonful each pepper and salt, ½ teaspoonful ground mace, ½ teaspoonful nutmeg, pinch cayenne pepper. Trim steak and cut into inch pieces and put into jug with other ingredients. Put butter on top; cover jug and stand in pot of boiling water for five hours. Drain liquid off and put steak through mincer, mix liquid in well with minced steak and put into airtight jars.

THE NEWEST LINGERIE.

Nearly every shop now provides not only the most fashionable made-up underclothes, but also all the new and attractive materials for making them, so that women who have a knowledge of the latest lingerie fashions are well able to make for themselves the charming underclothes they could buy direct from Paris. Women who have only the most elementary idea of sewing can run up pretty garments of this kind for a few dollars. Ready made crepe de Chine, triple nylon, and washing satin cami-knickers are very much the same in Hong Kong as in Paris.

The most popular pattern for evening cami-knickers is made with a top held up by the narrowest shoulder straps of the same material, which are attached to the bib in front and the waist at the back. The skirt part is usually cut on the cross, and looks rather like a very abbreviated dress skirt. Many of these garments are made entirely of lace, with a few square inches of satin crepe de Chine or georgette let in here and there.

NEW BLUE USED.

A flattering new shade, known as Winter blue, has been introduced by Jean Arthur in Paramount's production, "The Return of Dr. Fu Manchu." Miss Arthur utilizes the new hue for two costumes, a wedding gown of velvet and a chiffon hostess frock. According to Paramount's fashion designer, Travis Banton, this new blue is particularly flattering to women with grey or hazel eyes.

COTTON FASHIONABLE.

Ladies in silk are not more fashionable than ladies in cotton. Mary Brian, appearing in Paramount's production, "The Light of Western Stars," used an entire cotton wardrobe for this picture. Gingham, organdie, dimity, plique and linen created Miss Brian's costumes for sport, afternoon and evening wear.

A Very Large Shipment of SUMMER HATS

in all Colourings has just arrived at

THE DOLLY VARDON HAT SHOP

St. George's Building, Opp. Savoy Hotel, Chater Rd.

ALEXANDER'S INSTITUT DE BEAUTE

ALEXANDER'S PERMANENT HAIR WAVING is the Ideal Wave. It is a new way of winding the hair from the ends toward the scalp—large, soft, smoother and more natural.

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FINGER and MARCEL WAVES.

Shampooing, Henna pack (any colour) Massage, Hair Cutting, and Manicure for Ladies and Gentlemen.

A visit will convince you.

Opposite entrance Hong Kong Hotel.

For these hot evenings

see

LANE CRAWFORD'S

range of

|| LIGHT, DAINTY ||
|| EVENING GOWNS ||

in the last minute styles.



PLAID ACCESSORIES.

Spectators of the mode are going to have such a good time this year that they won't know which way to turn! Dresses are the great theme, but corresponding accessories devised by a few of the creative couturiers will be regarded with intense interest.

Take gloves, for example. Very long ones for evening will not be such an essential as the shorter six and eight-button lengths for morning and afternoon wear, although they are matched in pastel blues, pinks, greens, and almost every colour of the rainbow, with white and black to emphasise or develop colour contrasts.

Navy and a lighter shade of blue are specially reserved as foundation colours for very small pin spots and larger polka dots. Plaid designs are printed in blue on white. As accessories to the navy blue suit no other colour is stressed, and the blouse conforms in white pique, semi-fitting to shape round the hips in the style of a fencing jumper. White cotton imitation suede gloves are also excellent features of navy blue suits executed on mannish lines.

PYJAMAS.

Washing satin is particularly good for pyjamas. It is much cheaper than heavy crepe de Chine, and a thousand times more comfortable to wear. The most practical pyjamas are made absolutely plain, like a man's. Some of the smartest are made of two colours. For instance, the coat blue, and the trousers grey, with grey facings and cuffs on the blue coat, and the grey trousers turned up with blue. If enough satin is bought to make two pairs, have the second pair reversed with a grey coat and blue trousers, then the two pairs can be worn either mixed or all one colour, making an amusing variety.

Pyjamas made with very long wide trousers, that fit lightly over the hips like a sailor's, are seen in the newest French fashion books. Some of the pyjama tops link inside the trousers. With each pair of pyjamas a short and very manly thick patterned dressing gown is worn, which reaches to the knees.

NEW LINES.

The bodice lines for evening lingerie are naturally inclined to follow the fashionable evening dress décolletage, while for day wear they are made straight all around, with narrow shoulder straps of their own material. The skirt, or knicker part, is also apt to follow the fashionable skirt line, so it is flared, a straight with flared panels or godets let in, and fits very closely around the hips.

Popular materials for lingerie have been crepe de Chine, triple nylon and georgette. Washing satin and printed chiffon came into fashion not long ago, and it is now possible to buy the most charming flowered crepe de Chine which is guaranteed washable.

The flowered crepe de Chine looks like the dress materials in the Kate Greenaway books. It is also copied in the cheaper materials like voile.

BLACK IS SMART.

No one can pass over the continuous fashion of black both for day time and evening—it constitutes the smartest possible selection. Even the tempting lovely new pastel colours cannot wear the successful exploiters of black from their allegiance. It was wonderful wear all the winter in rich velvets and moire, but the ethereal blacks, such as the new tulles, filmy laces, chiffons, and shadowy, diaphanous nets and marquisettes seem even more attractive.

Even the sports day-time "en-

For the June Bride.



Leafy June has always been proclaimed the fashionable wedding month . . . the important feature of all smart weddings is the bride's dress. Eggshell satin is used for this wedding gown typifying the fashion for the 1930 brides. A draped neckline, long sleeves and long train are important details.

sembles" can look smart in black generally splashed with a vivid and soft colour. Black and the now pink are a good mixture—so is yellow or the new dark tone of emerald green. But there are more all-black dresses and "ensembles" than anything else.

MRS. BETEN.

The Peninsula Hotel Hairdresser Specialising in Permanent Waving, Hair Dyeing, Finger Waving, Marcelling, Hair Cutting, Scalp Treatment, Dandruff Treatment, Electrical Massage, Meins and Warts Removed, Parotid, Hair Removal, Rejuvenating Masque, Eye Brow Pluck, Shampooing, Facials, Acne (Pimple) Treatment. Manicuring for Ladies & Gentlemen. Tel: 57945, Room 84.

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HATS from \$2.50

DRESSES . . from \$5.50

SUITS from \$4.50

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Plain Colours, Neat stripes, etc., etc.

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White Twill and Taffeta Tennis Shirts.

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THE "VIKING" BATHING SUITS.

Men's Wool Bathing Suits in the new elastic weave. Every comfort for wear and swimming. In plain colours and smart designs. All Sizes.

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Men's Canvas Bathing Shoes with Rope Soles.

\$1.50 pair.

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FULL END TIES

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MAYFAIR BOW TIES

\$2.25

WASHING BOWS

\$1.00 each.

THE "TURCO" BATH GOWN

Made from good quality absorbent towelling. Broad stripe design in various colours.

Price \$16.50.

SUMMER DRESSING GOWNS

Nico light-weight Gowns in Silk and Cotton, Art Silk, etc.

\$27.50 to \$49.50.

The **"Turco" Bath Gown**



Whiteaways Super Value

WHITEAWAY, LAIDLAW & CO., LTD.

ROUND THE GLOBE IN PICTURES

Home from Russian Prison.



Clarence F. Carlson, 30 years old and former resident of Galveston, Texas, receives a ticket from Miss Hazel Banks of the Salvation Army entitling him to a night's rest at Washington, D.C., after the "Army" had heard his account of how he spent three years and four months in a Russian prison. Carlson related that in 1926 he was arrested in Russia and sentenced to 10 years' imprisonment. Through the intervention of the American State Department, Carlson said, he was finally released after serving three years and four months. The American characterised Russian prisons as "holes of horror." He is shown dressed in the Russian costume in which he returned to his country.

Maid o' the Mast.



Delicate teas and night club revels are tame diversions to this little first mate of a Chesapeake Bay schooner as she clings with a practised hand to the rigging high above the deck of her father's ship. Elizabeth is the 16-year-old daughter of Capt. E. D. Harris, and next year expects to qualify for a regular pilot's licence.

Spanish-Roumanian Alliance.



Reports in diplomatic circles in Bucharest that Prince Nicholas, member of the regency of young King Michael, soon would become betrothed to the Infanta Maria Christina, second daughter of King Alfonso, of Spain. The report said the marriage would take place before the end of 1930.

MacDonald's Daughter Star on Hockey Field.



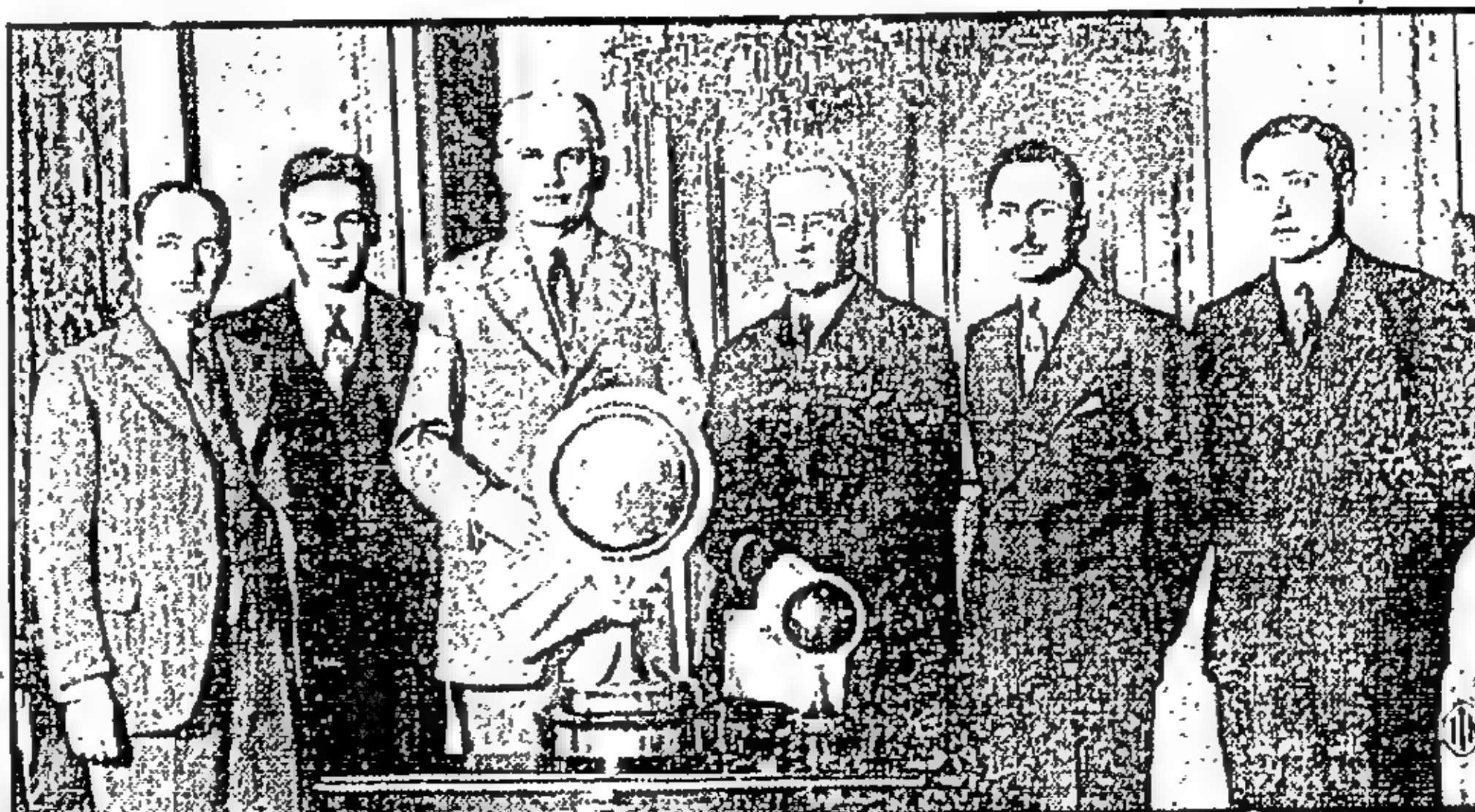
Miss Sheila MacDonald, younger daughter of Premier Ramsay MacDonald, pictured in hockey outfit at Oxford, where she is a student and hockey star. While her father and sister Ishbel concern themselves with politics, Miss Sheila enjoys to sports and studies at Oxford.

Ileana Dons Spanish Robes.



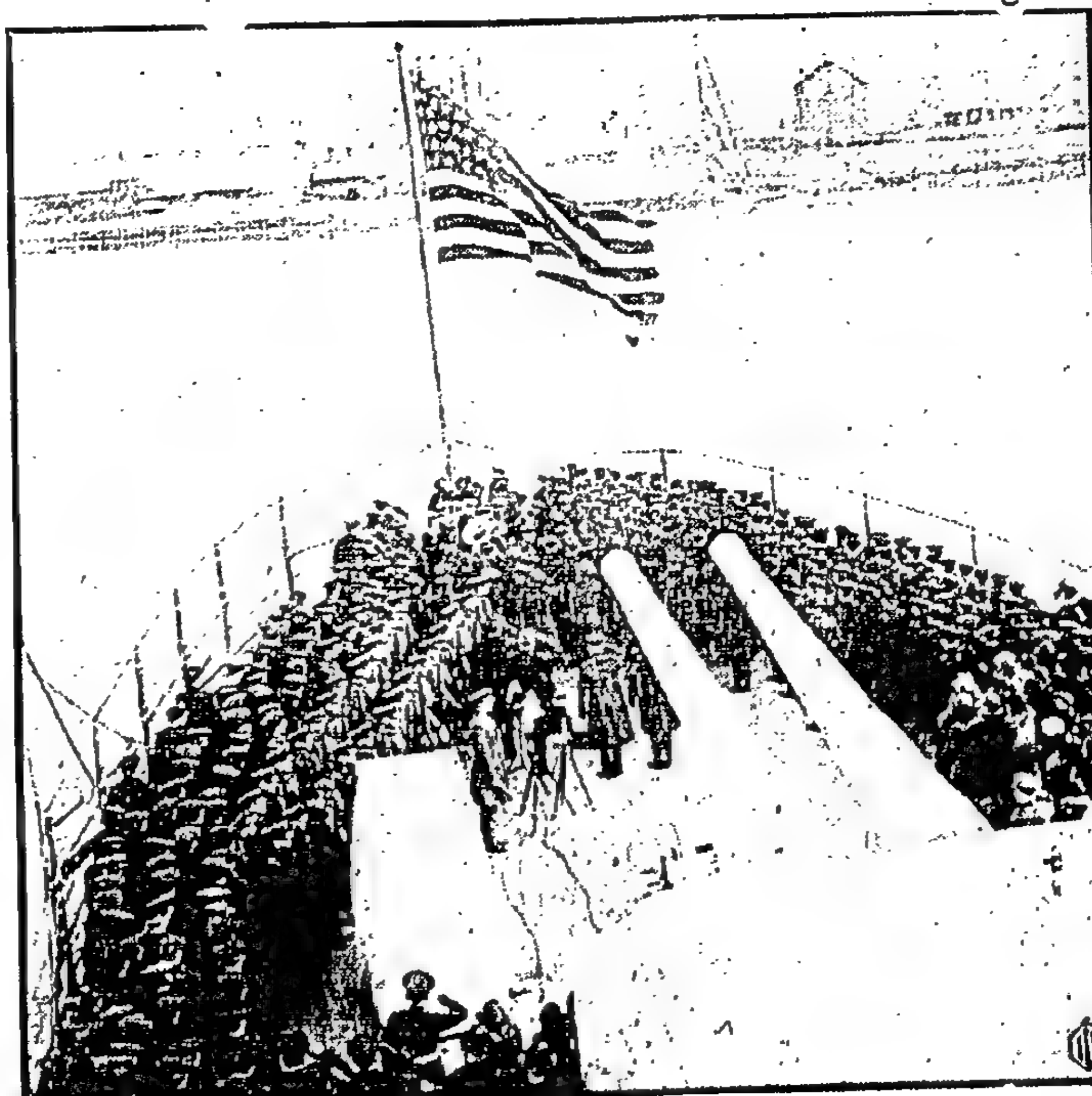
Princess Ileana, seated, with her attendants, garbed as she appeared at the recent fancy dress ball held at the Cotroceni Palace, Bucharest, Roumania. The Princess, one of the most beautiful of Europe's young members of royalty, will soon marry Count Alexander, son of the Princess of Pleas.

To the Victors Belong the Spoils.



Senator Hiram Bingham, of Connecticut, president of the National Aeronautical Association, presenting the Thompson speed trophy to Sir Esme Howard, retiring British Ambassador to the United States, for the members of the British Schneider cup team winners in 1929 of the Schneider cup. Left to right are, Assistant Secretary of War F. Teuber Davison, Asistant Secretary of Navy David S. Ingalls, Senator Bingham, Sir Esme Howard, Wing Commander T. G. Hetherington, Air Attache at the British Embassy, and M. R. Wright, private secretary to Sir Esme Howard.

A New Cruiser.



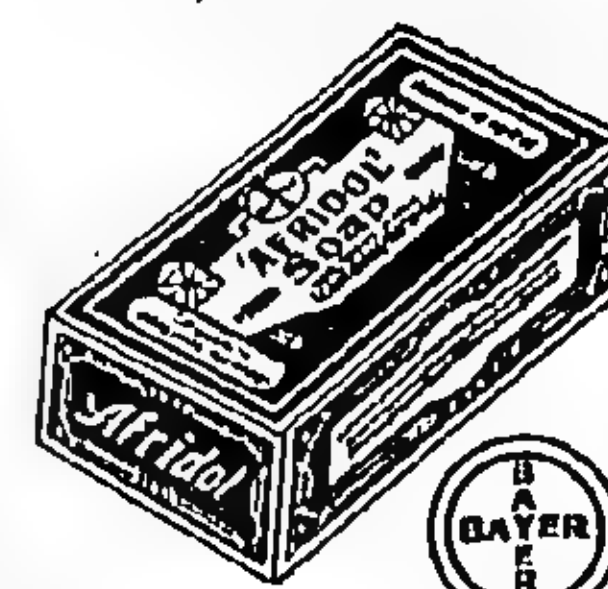
While officers and crew stand at attention on the quarterdeck, the stars and stripes are hoisted on the U.S.S. Pensacola at the Brooklyn Navy Yard with all the formality incidental to the commissioning of a new battleship. The Pensacola is the second of the eight 16,000-ton cruisers permitted to the United States under the terms of the Washington treaty of 1921.

For Prickly Heat

And numerous other skin troubles of tropical regions—all kinds of eczema, yaws, ringworm, boils—the effective antidote has been found in 'Afridol' Soap. The many imitations which are offered as "just as good" lack the outstanding qualities of 'Afridol' Soap, which still represents, at the present day, the only effective and successful specific against prickly heat.



The Bayer Cross is a guarantee of efficacy.



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An interesting book of Cartoons depicting "Happenings" on the China Coast cleverly drawn by "ALGIE" BENNETT.

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The Week's Films At A Glance

QUEEN'S THEATRE

Daily at 2.30, 5.10, 7.15 & 9.20

Sunday to Thursday.—Harry Richman, the famous Broadway entertainer and star of George White's Scandals in the United Artists', all talking-singing-dancing extravaganza "Puttin' on the Ritz" with Joan Bennett.

Friday and Saturday.—Joan Crawford with Rod La Rocque, Douglas Fairbanks, Jr., Anita Page and Josephine Dunn in "Our Modern Maidens," a gorgeously glittering drama of modern life throbbing with the whirl of youth's buoyant follies.

WORLD THEATRE

At 5.15 & 9.20 Orchestra
At 2.30 & 7.15 Interpreter

Today and To-morrow.—Karl Dane and George K. Arthur in a riotous laugh comedy of life in Uncle Sam's Navy. "All At Sea."

Tuesday and Wednesday.—"Slightly Used," the hilarious story of an unmarried wife. With Conrad Nagel, May McAvoy and Audrey Ferris.

Thursday to Saturday.—Ronald Colman in "The Rescue," a magnificent screen version of Joseph Conrad's famous story of adventure in the Java Seas.

STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

Daily at 5.30 and 9.20

Today and To-morrow.—"The Last Frontier," a superb visualisation of early days on the frontier.

Tuesday and Wednesday.—"Powder My Back," an intriguing story of stage life. With Irene Rich, Andre Beranger, Audrey Ferris and Carol Nye.

Thursday to Saturday.—"West of Zanzibar."—Lon Chaney as "Dead Legs Flint" in a grim drama of love and revenge in the African jungles.

BROADWAY'S PRIZE SONGSTER IN FILM.

In prominence of cast, and the authentic atmosphere of Broadway, "Puttin' on the Ritz," the United Artists' all-dialogue musical spectacle starring Harry Richman, showing at the Queen's Theatre today, promises to be the foremost offering in the record of talking, singing pictures.

The presence in the cast of Richman alone is sufficient to assure plenty of entertainment, for Richman has been one of New York's greatest attractions in musical comedy and night clubs for several years.

Second only to Richman and Joan Bennett, leading lady, is James Gleason, an outstanding figure in the theatrical business, who does everything there is to do about the theatre except take tickets. He is the author of "Is Zat So?" and "The Shamions of Broadway." In addition to writing these plays, he starred in them as well. He writes original screen stories and dialogues, acts in pictures and does odd jobs of directing on the side. Purnell Pratt and Eddie Kane, also prominent in the cast, are favourites of the stage and consequently old hands at the business of entertainment.

Miss Bennett, who played on the stage in "Jarnegan" with her distinguished father, Richard Bennett, plays the lead opposite Richman. It is her fifth consecutive talking picture, and in all of them she has scored outstanding successes.

Aileen Pringle and Lilyan Tashman, two of Hollywood's outstanding personalities, play prominent roles in the picture, and demonstrate that the western show centre can hold its own with Broadway in providing entertainers.

"Puttin' on the Ritz," the story of which almost parallels Richman's actual career as vaudeville performer, musical comedy star and night club king, was written by John W. Considine, Jun., and dialogued by William K. Wells.

Edward Sloman, a veteran of Hollywood, whose career includes many film successes, directed the picture.

JOAN CRAWFORD IS STAR IN PLAY HAILED AS EPIC OF JAZZ AGE.

Joan Crawford makes her bow as a full-fledged star, and at the same time gives the screen one of the most powerful dramatic roles, not only in her own career, but perhaps in the entire history of modern drama, when her new Metro-Goldwyn-Mayer vehicle, "Our Modern Maidens," a sound rymphonised production, opens at the Queen's Theatre on Friday.

The new play, hailed as the epic of the jazz age, is gripping, fantastic, fiery, re-introducing and under the unsual spectacle of modern youth there lies a dramatic theme as huge as life itself.

Miss Crawford's faultless acting, plus the masterful direction of Jack Conway, brought this huge theme to the screen in a perfectly moving piece of pure entertainment.

It is a story of a girl caught in the midst of the whirl of the modern jazz age—a girl led to believe that anything is right that brings pleasure, and that one may bargain with the devil and cheat him too—for pleasure.

How she learns the great laws of life that underlie any artificial conventions or style-made drama. Set in magnificent cities forms the basis of the modernistic settings, great and spectacular locales and fantastic surroundings, it is eye-balling as well as grippingly dramatic.

Miss Crawford rises to supreme heights as an actress in her scenes with Rod La Rocque and Douglas Fairbanks, Jr., who play the two leading roles among the men in the play. Albert Gran as the millionaire father, Aileen Pringle as the rival sweetheart, Josephine Dunn, Eddie Nugent, and others in the cast were ideally chosen.

MUSIC GREAT AID IN ACTING, SAYS CHANEY.

"Just as in a theatre, music is of utmost importance in helping an audience to better appreciate drama of the screen, so it is in the making of the picture. Music is perhaps the greatest aid to the actor."

So declares Lon Chaney, whose vivid performance in "West of Zanzibar," a Metro-Goldwyn-Mayer production, to show at the Star Theatre, is, to a large degree, due he holds, to "definite music."

"At the Metro-Goldwyn-Mayer studios," says Chaney, "Every company has its own orchestra, playing for the actors as they appear before the camera. Sometimes I have heard people say that this might be an affection and unnecessary, but nothing could be further from the fact. Music is of just as much aid to us in our acting as it is to the audience in getting into the mood of a picture, and for the same reason."

"In 'West of Zanzibar,' for instance, take the scene where 'Deadlegs Flint' discovers that his daughter through his own revenge, is doomed by the savage tribes. As he learns this, he hears, out in the jungle, the sinister beat of the tom-tom announcing the executioner."

"When we made this scene, we used a real tom-tom, beating outside the set. There is something about the native tom-tom that seems, by its steady, insistent rhythm, to beat a feeling of uncanny terror into one's mind. The illusion became so strong that we all actually felt just the horror that the scene conveyed."

I have seen the same thing done on the stage. In Austin Strong's 'The Drums of Oude,' produced some years ago, the whole play was enacted while the tom-toms beat off stage, until the audience was vividly alive to the horror of the terrific moment in the Indian mutiny."

In the new picture Chaney plays "Dead Legs Flint," a weird crippled ex-magician ruling a savage tribe in Africa as a "White Voodoo."

"Because the emotions, we had to feel were so far from the normal emotions of one living in civilization," he says, "the music was of particular importance. Sam and Jack Fainberg, the musicians on the set, studied native African music at length, adapting it to our needs. Needless to say the tom-toms did much in inspiring horror where it was needed in the scenes showing voodoo rites and telling of human sacrifice."

Chaney believes that the new picture is not only the strangest, but one of the most effective he has ever played in.

QUEEN'S THEATRE

TO-DAY TO THURSDAY

The Star of George White's Scandals in a Glittering Singing-Dancing Talking Extravaganza

HARRY RICHMAN in
"PUTTIN' ON THE RITZ"
with
JOAN BENNETT
JAMES GLEASON • **AILEEN PRINGLE**
and **LILYAN TASHMAN**
Music-Lyrics by **IRVING BERLIN**
directed by **EDWARD H. SLOMAN**
presented by **JOSEPH M. SCHENCK**

The Glorious Voice that has captivated Broadway, heard on the screen for the first time!

UNITED ARTISTS PICTURE

FRIDAY & SATURDAY

JOAN CRAWFORD in
"OUR MODERN MAIDENS"
A Jack Conway production

with
ROD LA ROCQUE
DOUGLAS FAIRBANKS, JR.
ANITA PAGE
JOSEPHINE DUNN

"Our Dancing Daughters" was marvelous. Here is its thrilling successor—a picture of jazz-mad youth, drinking deep of the brimming cup of life, brought face to face with its stern realities in one flaming moment of drama.

Story and Screenplay by Josephine Lovell, Directed by Jack Conway.

FUN AND THRILLS FEATURE ROLICKING COMEDY.

"All at Sea."

Karl Dane and George K. Arthur are together again in "All at Sea," which is now playing at the World Theatre as a new Metro-Goldwyn-Mayer comedy feature.

After this famous pair of funsters made "Brotherly Love," they were separated for a while, Dane playing with William Haines in "All as One," and Arthur taking a vacation jaunt to Europe.

This new co-starring vehicle, which brings them together again, is from the pen of Byron Morgan, who started Dane and Arthur in joint comedies when he wrote "Rookies" for them last year. The new laugh maker is a story of navy life.

Josephine Dunn who was last seen in "Excess Baggage" and the "Singing Fool" is the leading lady, playing the role of a heart breaker who causes the two gobs to stage a private war of their own. Alf Goulding, who has several comedy successes to his credit, directed.

The film is replete with thrills as well as laughs, a sixteen-inch gun target practice and a spectacular arsenal explosion furnishing hair-raising moments of suspense. There is also a thrilling and melodramatic fire, which falls out a mob of marine extras to quench it. During this sequence both Dane and Arthur make some spectacular rescues.

"SLIGHTLY USED."

Captivating Comedy at World.

MANY AMUSING SCENES.

A new May McAvoy skips deftly through the screamingly funny situations of Warner Brothers' production of "Slightly Used," which is the main ingredient in the excellent picture programme on Tuesday and Wednesday at the World Theatre. As an elder sister, who hits upon the idea of a fictitious marriage to enable her young stars to marry, she starts a most amusing series of situations.

Proper Aunt Lydia is in on the deal too, much to her distaste and apprehension. Daddy swallows the tackle, sinker and all, when Cynthia shows him the ring, and announces that her hubby, a Major Smith, has just sailed for Nicaragua to join his regiment.

Then a new young man comes along and Cynthia wishes she hadn't married. Making herself a widow by death notices in the papers, she makes the easiest way out, but this caused a Major Smith, who happened to be in a Nicaraguan hospital, to investigate.

Claiming to be a Major Adams, bosom friend of the deceased, he called upon the merry widow. To make things worse, daddy liked him and decided to keep him around a while. Meanwhile "Major Adams" sought Cynthia's company as assiduously, as she avoided his. He could speak, so it seemed, of nothing but the Major and the sad manner of his death.

"THE RESCUE."

Screen Version of Joseph Conrad Novel.

Using Joseph Conrad's masterpiece, "The Rescue," as the vehicle for his first appearance as an individual star for Samuel Goldwyn, Ronald Colman will appear before his public in a new light when "The Rescue" comes to the World Theatre on Thursday. The hero of "Dead Legs Flint" and "Two Lovers" now has a role of the sea in a desperate intrigue among the natives of the Malay archipelago. Herbert Brenon, the name director who made Colman in "Dead Legs Flint" the megaphone for this United Artists picture, and Lily Damita, Samuel Goldwyn's new French find, plays opposite Colman as the beautiful Mrs. Travers.

There is every opportunity for beauty of setting and matchless drama in the plot of "The Rescue." In the midst of Captain Tom Lingard's lawless affair of a Malayan prince, plunged an English yacht fatefully stranded in the midst of the what was to be the dark theatre of war. Of the three passengers, only the owner's wife understood the situation—and Lingard. On him fell the decision—to save their lives and ruin his enterprise—or let the natives have their way with them and fulfill his debt to the Malayan Prince.

ARIZONA REDMEN IN "THE LAST FRONTIER."

The lowly Indian looks on picture work as the easiest graft in the world and they ask flat prices for their services the same as their white brothers in Hollywood. Navajo Indians on the reservation near Tuba City, Arizona, are among the best native actors and, incidentally, they ask the lowest pay of all the great tribes.

Three dollars is all they demand for a full day's work lasting from sunrise to sundown. They take care of their own lodging and feed themselves. They made one stipulation, however, as the Metropolitan Company of players filming "The Last Frontier" on the reservation discovered, and that was that they must be provided with at least one great feast each week.

George B. Seitz, director of "The Last Frontier," which will be on view at the Star Theatre to-day and to-morrow, chose the Navajo tribesmen not because of the cheapness of their labour, but because they bear a closer resemblance to the almost extinct Sioux Indian than any other tribe. More than 1,500 braves were employed by Seitz in filming the scenes which visualise the fierce struggles of the white man to push his railroad tracks across the plains and the bitter opposition of the Indians.

"The Last Frontier" is an adaptation of the novel by Courtney Ryley Cooper. William Boyd, Marguerite De La Motte, Jack Hoxie, J. Farrell MacDonald are featured and Mitchell Lewis.

STAGE COMEDY.

"Power My Back" Showing To-day.

"Powder My Back" which is being shown on Tuesday and Wednesday at the Star Theatre, is a whimsical, sparkling story of "back stage" people and some who are "up stage." Irene Rich is cast as Fritz Foy, star of a travelling musical show known as "Powder My Back." The reform candidate for a second term as mayor takes exception to the scanty attire of the players and closes the show.

Fritz, scheming to get even, is thrown from an auto at the mayor's door, and, against his protests, but with the insistence of his impractical son, is enticed into the said gentleman's home. Gossipy tongues wag: "The son falls in love, forgetting his young sweetheart, the father feels his wave of ambition for civic betterment, subsiding. Then develop a series of extremely amusing incidents which end in a surprise climax."

You'll like "Powder My Back." It is amusing and intensely human. Miss Rich is superb as the sparkling lady of the stage, and her support is excellent.

CHANEY LEARNS MAGICIAN'S ARTS.

Lon Chaney, master of mystery roles, stages digital mysteries by performing sleight of hand illusions of famous magicians, including the trick of eating fire, in "West of Zanzibar," Metro-Goldwyn-Mayer's grim drama of the African jungles.

Chaney plays "Dead Legs Flint," sinister "white voodoo." When a handsome stranger steals the love of his wife Chaney meets the man and the two engage in a furious fight, in which Chaney receives injuries that permanently paralyzed his legs. His enemy escapes and his wife dies, leaving a baby girl which Chaney supposes is the child of the other man. Thereafter he trails his rival across the world, finally locating him in the jungles of the Belgian Congo in Africa. Chaney subdues the savage natives by his magic, and eventually causes the death of his enemy, but his grim revenge also destroys him.

AN UNUSUAL STORY.

The scenes of "The Last Frontier" are laid in western Kansas in 1867. The Sioux Indian are resisting the invasion of white settlers and attack a wagon train in which Beth Halliday, her father and mother, are moving westward. Beth's parents are slain and she is cared for by Lige, a blackleg Indian trader, who hopes to win her. As Kirby, a government scout, As Kirby had lured the Hallidays to go west, Beth holds him responsible for the death of her parents. An extravagant follows when Kirby is covertly accused of complicity with the Indians in their warfare against the whites. Many dramatic incidents transpire.

7.20 p.m. — MONDAY TO WEDNESDAY — 9.20 p.m.

SPECIAL ADDED ATTRACTION.

MADAME ANNA CAROLA
SOPRANO

7.20 p.m. — MONDAY TO WEDNESDAY — 9.20 p.m.

SPECIAL ADDED ATTRACTION.

MISS LO PUI LAN

with
A BALLET OF SIX CHINESE
DANCING GIRLS.FINAL
SHOWINGS
TO-DAYEMIL
JANNINGS

in

"THE PATRIOT"

Billie DOVE

Wild Flower in a
Bouquet of Love!

She batted her over-
rings look with
beauty and cut for
big fish, but all she
caught was a dream.
It's the season's big-
gest surprise picture
with the screen's
most beautiful star.



A new kind of role for Billie
Dove. More gorgeous, more
beautiful, more fascinating than
ever.

with
LLOYD
HUGHES.MONDAY TO
WEDNESDAYDaily at 2.30, 5.30,
7.20 & 9.20 p.m.

From the Saturday
Evening Post story
by Wallace Irvine.

AMERICAN BEAUTY

NEXT CHANGE — THURSDAY TO SATURDAY, 5th TO 7th JUNE.

A STORY AS LOVELY
AS A LYRIC
A STAR AS DAINTY
AS A CHINESE SCREEN.

DANCING EYES
TWINKLING TOES.A Heart Pitter-Patter
With Love!

Gay Colleen is an Ecstasy of Youth in her greatest role of "Twink,"
the Little White Angel of the slums.

She was reared in the roaring brutality of London's Limehouse—
But she danced her way into the hearts of the motley mob and
they left untouched her sweetness and brave daintiness for her
Prince of the Boxing Ring

"THE PATRIOT."

Final Showing To-day at
Majestic.

"What means most in the train-
ing of an artist?"
This was the question put to
Emil Jannings, at present starring
in the role of Tsar Paul in "The
Patriot," which will have its final
showing at the Majestic Theatre
to-day.

And this famous actor who is
able to portray such a tremendous
range of emotions, from supreme
exaltation to the utmost de-
pression, changes which come with
such lightning rapidity as to ex-
plicit and enthrall his fellow
players, never flinched in his quick
reply.

"A tightened belt."
"Meaning exactly what?" we
ask.

"Just that . . . deprivation, semi-
starvation, untold hardship. The
experience of these is necessary
for without bitterness and battle
there can be no success with last-
ing effect."

"It is not easy to become an
artist," we sallied on. "Easy?"
this Paramount star
breaks in, "It is most difficult. Art
is a storm maelstrom and in her
service the weakling has no place.
When I hear young players com-
plaining that no one will give them
a chance and that ability is never
recognized, I smile. If I have a
chance I tell them the result lies
within themselves."

"And failure?" we ask.
"Failure?" and Jannings lifts
his eyebrows, "Failure is only a
test."

NOVEL SHOTS.

Novel shots in a beautiful and
exclusive medley shop provide
some interesting scenes in "Ameri-
can Beauty," First National's pro-
duction starring Billie Dove.

LOVELIEST STAR.

Tells Girls How to Stay
Beautiful.

Fan letters received by Billie
Dove, star of First National's
"American Beauty," which will be
shown at the Majestic Theatre, to-
morrow, show a different trend in
the past year, according to the
actress.

While a great percentage request
autographed photographs of Miss
Dove, hundreds of them seek in-
formation as to her secrets of
beauty. Generally these requests
are from girls in small towns.

"I have been utterly amazed at
the number of girls who want to
know how to enhance their
charm," said Miss Dove.

"For instance, one of the most
frequent questions asked me is how
I keep my hair curled and at the
same time preserve its lustre."

"In my case it isn't difficult be-
cause I have been blessed with
naturally wavy hair which grows
so thick that I can hardly get the
comb through it. Because of this
it keeps curled much more than the
average person's does, and brush-
ing will give a shine to the locks."

How to keep the eyelashes and
eyebrows luxuriant in another
thing the fans want Billie Dove to
tell them.

"I always keep my eyebrows and
eyelashes free from powder, so
that they can keep healthy. I
brush them like I do my hair and
I occasionally use warm vaseline
on them, always careful to keep the
grease from my eyes."

Beauty of Soul.

Miss Dove is one of the celebra-
ted beauties of the world and her
opinion on many subjects pertain-
ing to feminine charm is always
anticipated by her own sex. She

BILLIE DOVE'S SENSATIONAL
RISE.

Billie Dove, First National's new
star, has been on the screen less
than five years. Her rise to star-
dom is one of the most rapid ones
in screen history.

believes that beauty of body large-
ly springs from the soul.

"I think a sweet woman, regard-
less of her features, is beautiful,"
said Miss Dove. "There are many
women who do not impress you
with their looks when you first see
them, but after you learn to know
them you can see lovely things
about them that are far more pre-
cious than regular features."

"No woman can be truly beauti-
ful who has not a good disposition.
The face eventually registers
thoughts, and unquestionably, as
the poet said, 'The eyes are the
mirrors of the soul, and a woman
who does not think beautiful
thoughts cannot remain lovely.'"

Posture Most Important.

Miss Dove believes posture to be
more important than anything
else.

"If a woman walks well, with
grace, poise and modesty, she is
more attractive than beauty than
the most gorgeous creature imagi-
nable who slouches along at an ugly
gait," continued the actress.

A beauty hint from Miss Dove
is one of the simplest, yet most
difficult things for the average
woman to do.

Drink lots of water; get at least
eight hours sleep, take 15 minutes
exercise every morning, and eat
few starches.

"American Beauty," based on
the Saturday Evening Post story
by Wallace Irwin, was produced
and adapted by Carey Wilson and
directed by Richard Wallace.

3 MOVIE "FINDS."

Appear in Billie Dove
Feature.

Three of First National's newest
discoveries appear on the screen
together in "American Beauty,"
the latest picture starring Billie
Dove, to be shown at the Majestic
Theatre from Monday to Wednes-
day.

The new "finds" are Yola d'Avril,
Alice White, and Loretta Young,
and their entry into films is un-
usual and interesting.

Miss White for several years
was a script clerk on numerous

ADDED ATTRACTION.

Distinguished Vocalist at
Majestic.

The Management of the
Majestic Theatre announce the
engagement of Madame
Carola and a Chinese ballet,
commencing to-morrow.

Interesting details about the
distinguished vocalist will be
found under Kowloon Notes
on page 12.

movie sets before her cinematic
personality was discovered. A
leading part in First National's
"The Sea Tiger," with Milton Sills
won her a contract.

Loretta Young, youthful dancing
student, played extra in "Naughty
but Nice" during a Summer vaca-
tion. Colleen Moore, star of the
picture, saw her, recognized the
value of her fresh beauty and
naïve personality, and brought her
to the attention of studio officials.

Miss d'Avril, also a dancer, and
a native of France, worked as an
extra girl and did small bits in

POPULAR TEAM IN NEW
PICTURE.

That popular team of star and
leading man, Billie Dove and Lloyd
Hughes, will be seen together for
the third time in the past year in
First National's "American
Beauty," which comes to the
Majestic Theatre, to-morrow.
Their other pictures together were
"The Stolen Bride" and "An Affair
of the Follies." Carey Wilson
adapted and produced "American
Beauty" and Richard Wallace
directed.

GOWN AN EMBARRASSMENT.

An evening gown, "borrowed"
from a cleaning establishment,
brings embarrassment to Billie
Dove in her newest First National
starring vehicle, "American
Beauty," coming to the Majestic
Theatre, to-morrow, when at a
party the owner forces her to take
it off. "American Beauty" is a
romantic story of a working girl
who pretends to be an heiress, and
is an ideal vehicle for the beautiful
Miss Dove.

MIXED RELATIONS.

Billie Dove is Dorothy Macknill's
aunt as far as cinema genealogy
is concerned in spite of the fact
that they have never appeared in
a picture together.

In "American Beauty," Edythe
Chapman plays the role of the
star's mother.

At the same time the picture was
being made, "The Crystal Cup,"
featuring Dorothy Macknill, was
being filmed, and in it Miss Chap-
man was appearing as the grand-
mother of the fair Dorothy.

two-reel comedies for more than a
year. She was chosen to play a bit
in a First National picture and
performed so capably that she, too,
was offered an extended contract.

BLONDE DANCER.

Star "On Her Toes in
More Ways Than One."

Speaking of being "on your toes,"
you should see Colleen Moore in
"Twinkletoes," at the Majestic
Theatre on Thursday. She's on
her toes in both senses of the
word here.

As a music hall dancer, toe dan-
cing is only part of her exhibit in
the picture, which includes a little
dance in the London Limehouse
district, while a mob that had been
fighting furiously looks on—to fool
the "bobbies" who have come to
quell a riot!

Then there's a beautiful dance
she performs in a dream sequence,
and a series of dances of all varie-
ties executed as headline dancer at
the Limehouse music hall, at the
head of the "Quayside Chorus."

The skill displayed by Colleen in
these scenes is the result of
years of practice in general dances,
and of two months of intensive
training for the particular ones
she uses in "Twinkletoes."

The picture, which is Colleen's
most ambitious to date, brings the
star to the screen as the heroine
of one of Thomas Burke's famous
golden curls. The role is as differ-
ent from her customary ones as
is her appearance. In the support-
ing cast are Kenneth Harlan,
Gladys Brockwell, Warner Oland,
Tully Marshall and other capable
players.

LORETTA YOUNG IN NEW FILM.

Loretta Young, "discovered" by
Colleen Moore while playing an
extra part, appears in "American
Beauty" starring Billie Dove. Miss
Moore interested studio officials in
her protégée and a contract result-
ed.

ACTING ABILITY.

Put to the Test in New
Picture.

Billie Dove rejoices that at last
she has been given an opportunity
to essay a distinctive screen char-
acterisation.

The long awaited opportunity
comes in "American Beauty," her
most recent starring production for
First National Pictures which
comes to the Majestic Theatre, to-
morrow for an engagement of
three days.

Although she has had prominent
featured roles in many outstanding
pictures, this gives her the most
individual part to date.

In "American Beauty" as the
poor, ambitious working girl who
endeavours to maintain an appear-
ance of wealth and luxury by
many ingenious and humorous de-
vices, she has opportunity to dis-
play all her talents as an actress
of ability, and all those who have
witnessed the production declare
that her performance is one of the
most brilliant of her screen career.

"American Beauty," an adapta-
tion of a short story by Wallace
Irwin, was produced for First
National by Carey Wilson and
directed by Richard Wallace. The
supporting cast includes Lloyd
Hughes in the masculine lead,
Walter McGrath, Margaret Living-
ston, Lucien Prival, Al St. John,
Edythe Chapman, Alice White, and
Loretta Young.

IN COMEDY.

"American Beauty" is the first
picture in which Billie Dove has
appeared, which was not strictly
a drama. The First National star
was delighted at her opportunity
to play comedy in the picture,
which will be shown at the
Majestic Theatre, to-morrow.

for FATHER MOTHER and BABY

OSTELIN Vitamin D is the most valuable preparation for promoting health, strength and vigour and increasing the natural resistance to fatigue and minor ailments.

FATHER will find a few drops or a tablet a day will make him fit and keep him so in spite of worry, and prevent him becoming nervous and irritable in spite of the vagaries of climate and business worry and strain.

MOTHER will be kept strong and happy, and the mother-to-be will be able to supply to her unborn babe the elements to build a vigorous and healthy body.

BABY should have a few drops daily to guarantee sound teeth, strong bones and firm flesh. When older he should have Ostelin which contains not only Ostelin, but special malt extract and orange juice. Ostelin is a sure strength builder and increases natural resistance to infection. It is good for adults too.

OSTELIN

Vitamin D Concentrate
The source of
strength

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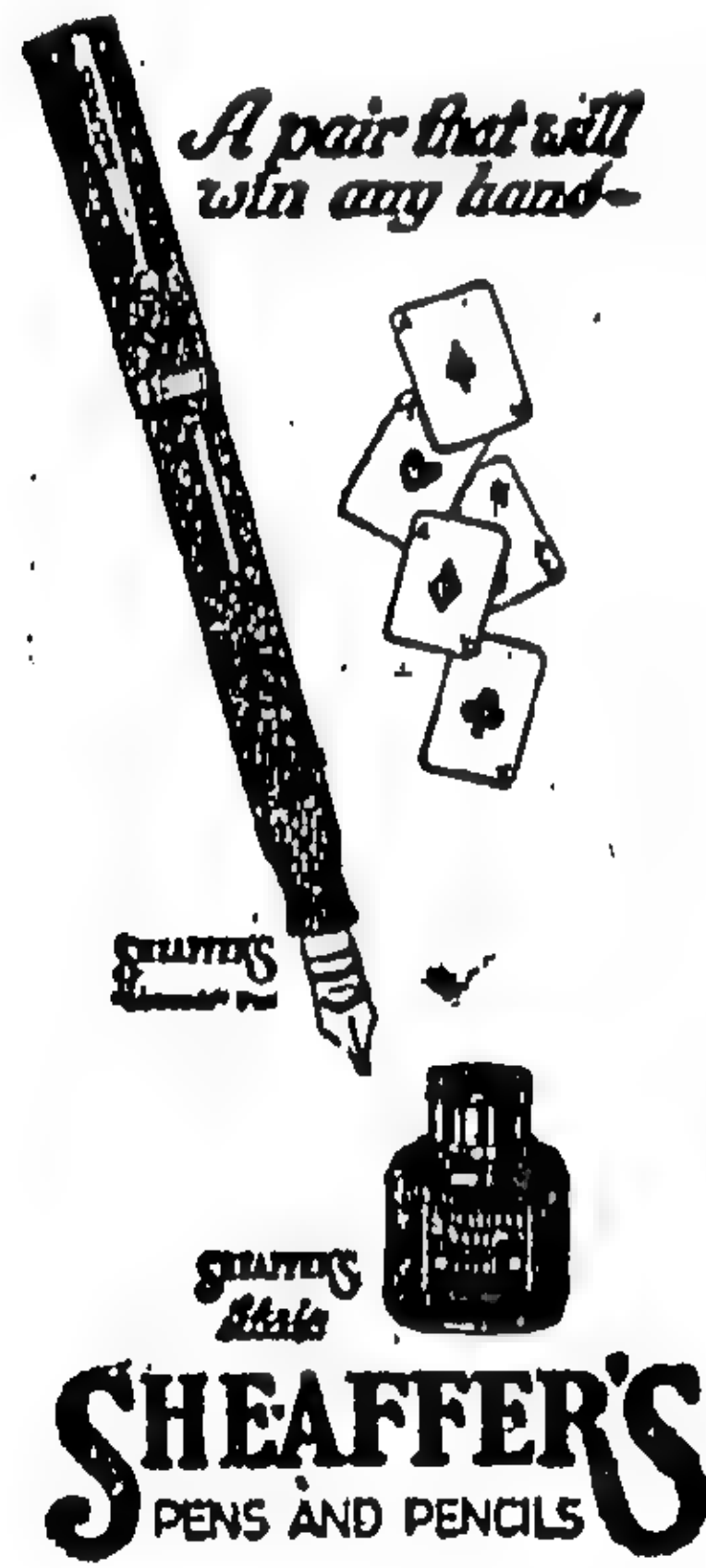
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particularly for babies. Many times more potent than the finest cod-liver oil.

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KOWLOON NOTES.

Kowloon "Hustle".—
Tuesday, May 27, 1930.
Today's Diary
Laying of Foundation Stone,
Union Church, Kowloon, 5.30 p.m.
Today's News
A Summary for the Busy Man
Principal Events.
Hong Kong.
The new Kowloon Union Church
will be opened today.
Quick methods to suit the busy
man.

The management of the
Majestic Theatre announce that
they have engaged the distin-
guished artist, Madame Carola,
and a Chinese ballet of seven,
headed by Miss Lo Pui-lan, com-
mencing to-morrow for three
days.

Madame Carola is a gifted
artist lately arrived from a suc-
cessful concert tour in Egypt.
Though having been trained for
the French theatrical stage under
such an artist as Grivot of the
Opera Comique, Madame Carola
chose the concert platform as the
expression of her remarkable
talents. While still a student she
trained the Scottish Church choir
in Brussels, and was the soprano
soloist in British churches. She
was instrumental in bringing to
the notice of the musical public
of Paris the works of British com-
posers in her private recitals, she
being a great believer in the
modern school of compositions.

Madame Carola made a suc-
cessful tour in Egypt, where the
Press were unanimous in praise of
her sweet voice and sympathetic

rendering of all styles of composi-
tions in several languages in
which she is a gifted linguist.
On Tuesday evening she will
give a programme consisting of
British airs and songs.
Miss Lo Pui-lan, the talented
young Chinese dancer, who has
appeared in many of the leading
theatres in Canton, with six
Chinese dancers will appear as the
chorus.

The Scouting spirit, which
always calls for the better things
in life, prevailed in the Church
Hall at Kowloon on Thursday
evening, when the 2nd Hong Kong
(St. Andrew's) Group of Boy
Scouts were hosts to both the 4th
(Murray) Group and the Kowloon
Dock Scottish Group. Visitors
present were the Rev. W. Walton
Rogers, Mr. Mackie, S.M., of the
Kowloon Dock group, and Rover
Mate Low, in charge of the
Murray boys. Altogether there
were about forty Scouts gathered,
and under the leadership of the
Rev. E. A. Armstrong, District
Commissioner for Kowloon, a very
enjoyable time was spent by all.
Scouts Games, a frog and fan re-
lay race (a new venture) and
some songs occupied the evening,
during which the brotherly con-
cord existed among Scouts pre-
vailed to a marked degree.

At the conclusion the gathering
of the Scouts collected in their
respective groups, when the Rev.
E. A. Armstrong expressed on be-
half of St. Andrew's their plea-

sure at seeing so many present,
and hoped that this would be re-
peated in the near future. Mr.
Mackie and Rover Low suitably
replied on behalf of their groups.
The proceedings closed with
Scouting prayers, after which
cheers were accorded to both
hosts and guests.

The Kowloonites are certainly
lucky to have such rare musical
treats provided for them, and for
these amenities they have to
thank the K.R.A. and the Govern-
ment. Open air concerts speciel-
ly in summer, are welcomed by all,
and it is a pity that the same ar-
rangement could not be made for
Hong Kong.

While Kowloon is delighted
with what it has achieved, those
who are responsible for the ar-
rangement can go one step fur-
ther to make it a real success.
The Committee in charge might do
well to place more seats on the
Kowloon Football Club ground for
the audience, and a light refresh-
ment bar might be installed on
the ground.

When the first concert was
held, no fewer than a few hun-
dred persons had to stand. They
did not mind paying 20 cents for a
seat, but unfortunately none was
to be had and to make matters
worse a great majority of them
had to go without a drink
throughout the performance.
This sort of thing should be
changed. The K.F.C. bar is small
enough as it is, and it is most in-
adequate when catering to such a
large gathering. The only thing
that can be done is to get a few
trestle tables on the ground for
the purpose of serving refresh-
ments to those who need them for
cash payment.

ed to sign an agreement to serve
for three years. It is too long a
time, and if the period of service
be reduced to a year, the
H.K.V.D.C. will have no difficulty
in getting recruits.

Yours, etc.,
OLD SOBER.

Hong Kong, May 31.

RIKISHAS AND THE LAW.

Sir,—I should like to know
whether rikisha-pullers are sub-
ject to Police "pointmen's"
signals? The reason for this
question is that while proceeding
down Middle Road from Star
Ferry the other day in a No. 3
route 'bus and on the temporary
one-way traffic route, the police-
man on point duty held up the
Nathan Road traffic in order to
allow us to proceed. When about
half-way over Nathan Road, a
rikisha-puller, completely dis-
regarding the pointmen's
signal, dashed across the front
of the 'bus, and it was only the
promptness of the driver that
avoided what might have been a
serious accident. As it was, the
rikisha had to mount the kerb
in order to get clear, I am sure to
the discomfort of the lady pas-
senger.

This is not an isolated example,
as the rikisha's habit of taking
a corner on the wrong side and
other irregularities is notorious.
Considering the exhaustive
tests that public vehicle drivers
have to pass in order to obtain a
licence, it seems only reasonable
that a rikisha-puller should, in
fairness, have something similar,
with a heavy fine in the event of
non-compliance with the Traffic
Laws.

Yours, etc.,
"NOBODY."

Hong Kong, May 31.

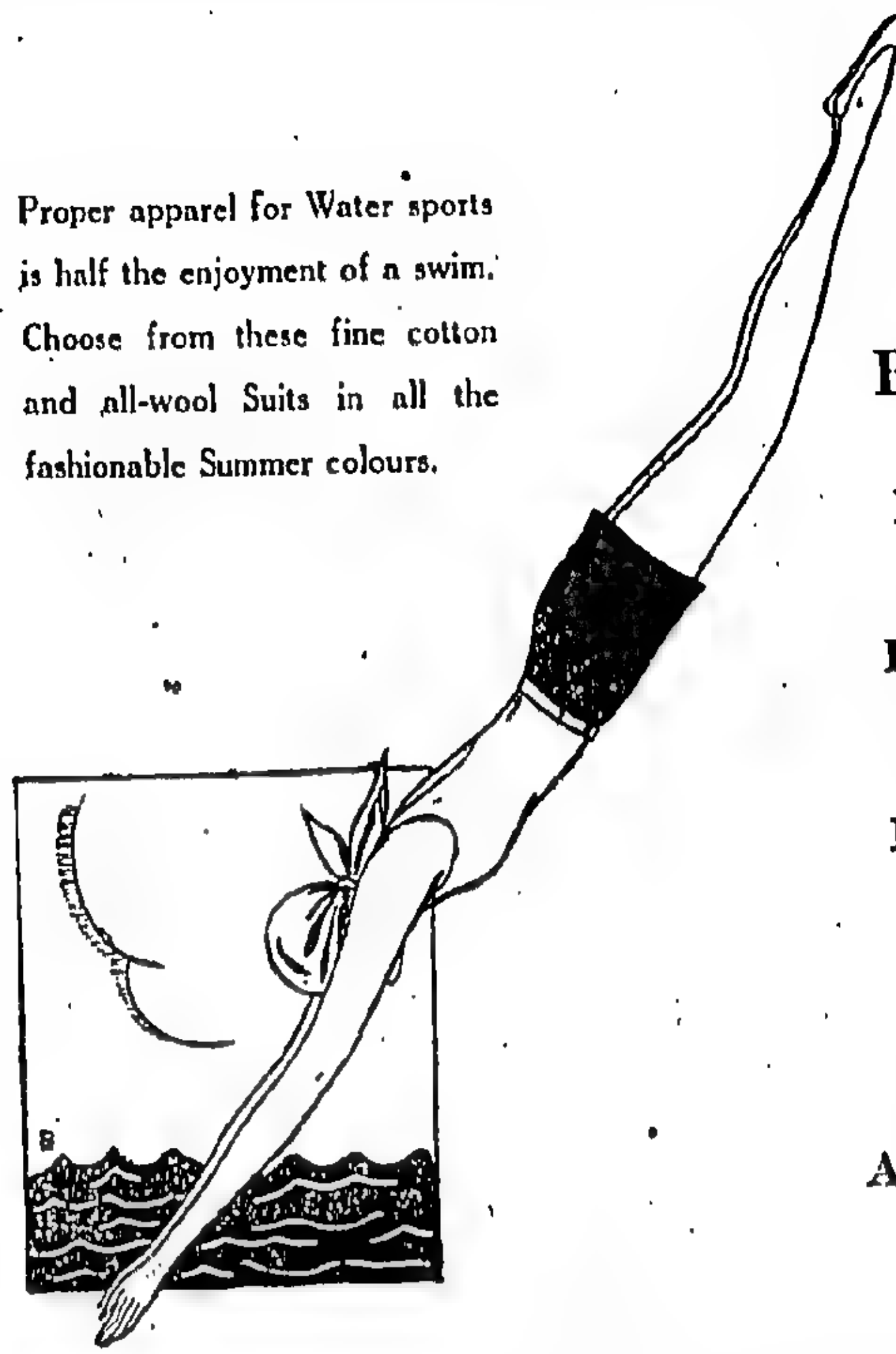
POLICE AND STRAY DOGS.

Sir,—In spite of the fact that it
is unlawful for dogs to be abroad
without muzzles, both Wellington
Street and Wyndham Street are
full of filthy, full-grown dogs,
not only at night, but in broad
daylight. They never wear
muzzles. The Police have their
instructions and they must see
these pitiable creatures in the
course of their duties, yet no
action is ever taken. In Kowloon

NEW SUMMER GOODS AT

MONEY SAVING VALUES

Proper apparel for Water sports
is half the enjoyment of a swim.
Choose from these fine cotton
and all-wool Suits in all the
fashionable Summer colours.



BATHING SUITS

For
LADIES or GENTS
In Cotton
From \$2.75 upwards.

IN ALL-WOOL
From \$5.50 upwards.

BATHING CAPES.

BATHING CAPS.

BATHING SHOES.

ALL LATEST STYLES.

LADIES' SILK HOSE

Special:—\$1.00 Pair Upward.

TENNIS OVER SOCKS

ALL-WOOL .. \$1.50 Pr.
SILK \$1.75 Pr.

LATEST DESIGNS IN PARASOLS:

Every well-dressed Lady
will find that a beautiful
fancy parasol with
unique handle will add
greatly to the smartness
and elegance of her
appearance.
From \$3.25 upwards.

YEE SANG FAT

THE HONG KONG BARGAIN HOUSE

Opposite Hong Kong Hotel Motor Show Room.

and Hong Kong Europeans are
often fined heavily for unwittingly
offending the regulations, yet
here (sic!) the most flagrant
breaches of the law go unimped-
ed (sic!).

These dogs are continually
fighting and snarling at passers-
by and in their verminous
condition are a menace to
the young (sic!) Chinese chil-
dren who play in the street.
Even if the Chinese shop-
keepers in the vicinity disclaim
ownership, surely it is the duty
of the Police to have the dogs re-
moved? Can nothing be done in
the matter?

Yours, etc.,
DISQUINTEED TAXPAYER.
Hong Kong, May 31.

300 MILES AN HOUR.

Billy Arnold Wins
Prize.

Indianapolis, Yesterday.
The five hundred miles an hour
motor car Grand Prix was won by
Billy Arnold from Chicago, driv-
ing a front wheel drive Miller
Hartz at approximately four hours
and 49 minutes. The two brothers
Marshall crashed against a wall
at hundred miles per hour. One
died in hospital, and the other is
in a critical condition with a frac-
tured skull.—Reuter.

PHOTO-SUPPLIES

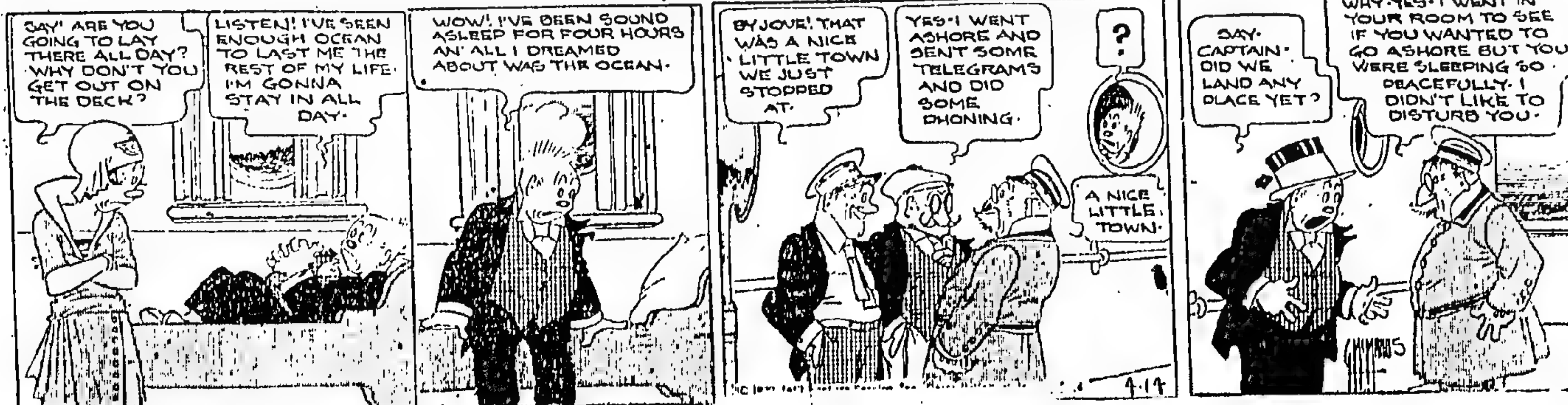
Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and
Enlarging.

ZIESS and BUSCH
FIELD GLASSES

Price Moderate.
A Trial Order is Solicited.

A. SEK & CO.
Tel. No. 23459.
26A, Des Voeux Road C.,
Hong Kong.

BRINGING UP FATHER.



EVERY PRINTING NEED

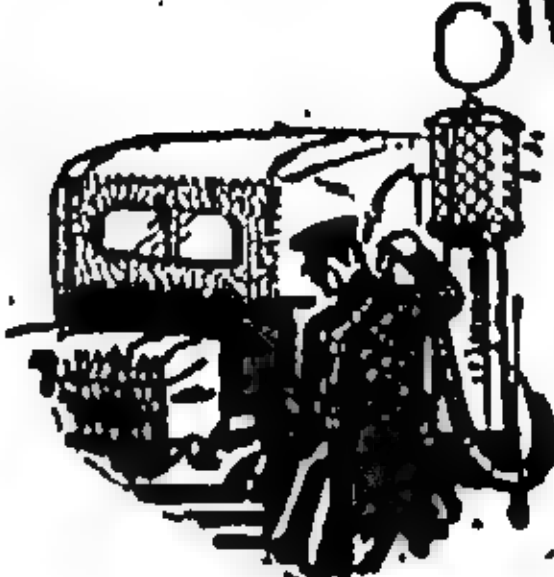
Anything you require in the way of printing from an
elaborate catalogue to visiting cards, from the most in-
tricate handset job to the merest linotype job, we can
do for you—better.
THE NEWSPAPER ENTERPRISE, LTD.
(China Mail Office)
FOR BETTER PRINTING.



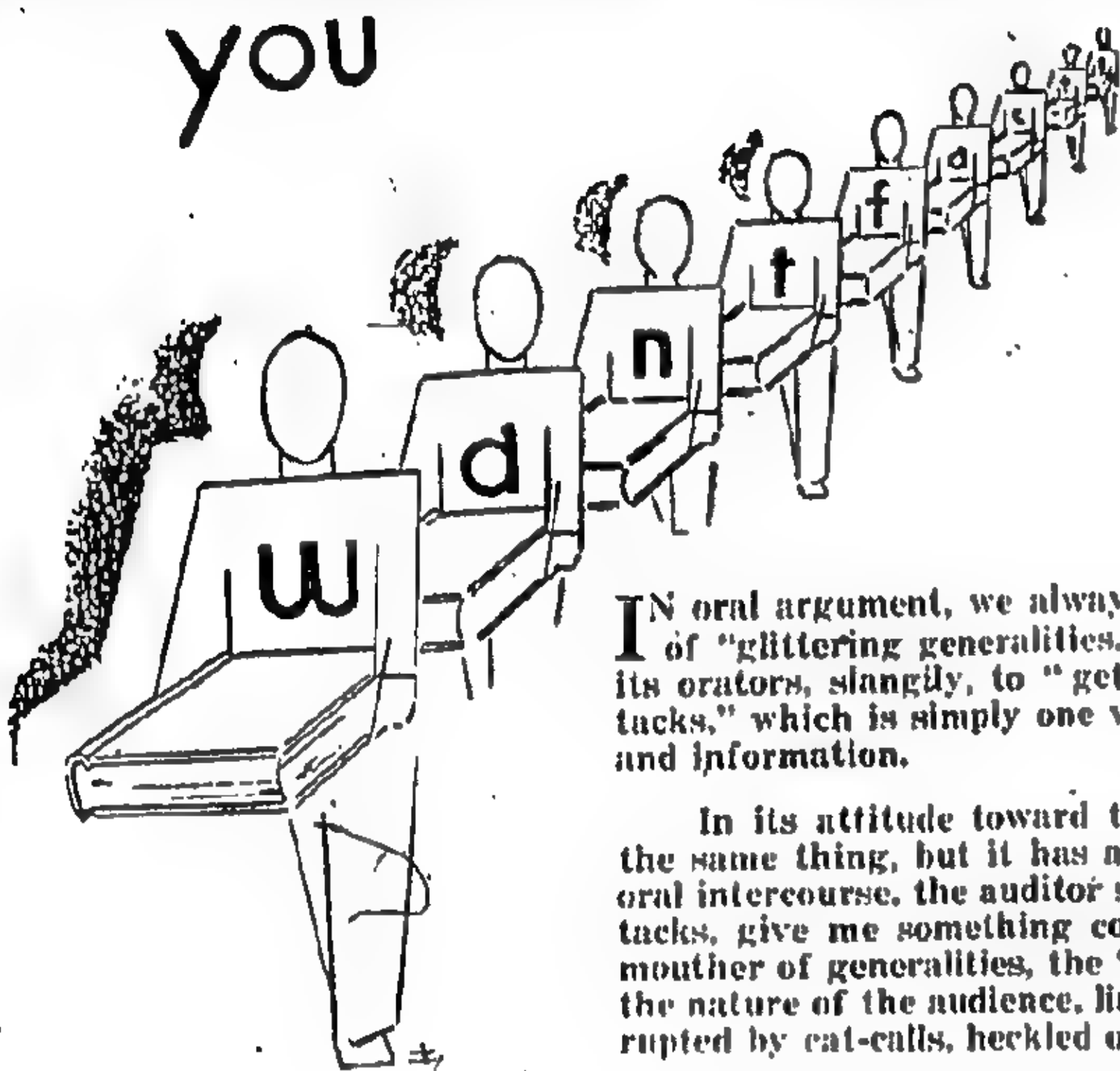
Hongkong Sunday Herald
MOTORING SECTION

HONG KONG, JUNE 1, 1930.

"...light-hearted I take to the open road, 'Healthy, free, the world before me.'"



you



In oral argument, we always oppose and condemn the use of "glittering generalities." The world is always telling its orators, slangily, to "get down to cases," or to "brass tacks," which is simply one way of demanding specific facts and information.

In its attitude toward the advertiser, it is demanding the same thing, but it has a different way of doing it. In oral intercourse, the auditor simply says "get down to brass tacks, give me something concrete." On the platform the mouther of generalities, the "hot air artist," is, according to the nature of the audience, listened to in bored silence, interrupted by cat-calls, heckled or hissed.

Addressed in writing, the public can do this. But it does it equally effectively by not reading the advertising, or — by not responding to and acting on it.

In our early efforts to write resultful advertisements it often seemed to us that there was nothing in Gargoyl Mobiloil to distinguish it from cheap, competitive motor-car engine lubricating oil. Lubricating oil is most commonplace: an ordinary product with nothing to make it stand out from a dozen or a hundred similar products. Right there the refiner of ordinary lubricants gets stuck. We find him resorting to more and more extravagant claims, to greater heights of claim, brag and boast, to unrestricted use of superlatives, all expressing nothing but weak generalities.

We prove that the correct grade of Gargoyl Mobiloil is by far the most economical and efficient motor-car engine lubricant. We do not claim — we prove. We do not use "glittering generalities." We do not resort to extravagant claims, brag and boast, but we PROVE by actual test that Gargoyl Mobiloil is by far the most economical and efficient motor-car engine lubricant.

Vacuum Oil Company

20081



VALUE
that has stood
the test of time

MOST MILES PER DOLLAR

Firestone
GUM-DIPPED TYRES.

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30229.

41 WONG NEI CHUNG ROAD, HAPPY VALLEY.

CLOSE ACCURACY.

In Building
Plymouths.

How small a unit of linear measurement can the average person visualize? According to local Plymouth distributor, it is about half the length of the hyphen on a typewriter. To think down to any smaller unit requires unusual effort to anyone not accustomed to dealing in infinitesimal quantities.

"The smallest dimension that the average layman can visualize," said the local agents, recently, "seems to be about one-thirty-second of an inch. In fact, very few who are not in mechanical line of work can mentally conceive much below one-sixteenth of an inch.

"Can you imagine taking a one-sixteenth inch line and sub-dividing it into sixty-two equal parts? Not many people can picture the result of this operation, but it would mean that each one of the sub-divided parts would be one one-thousandth of an inch long. Then imagine dividing one of these sixty-second parts of a sixteenth inch in half. The result would be one-half of a thousandth, or, as it is expressed decimally, .0005 inch.

"In building the low-priced Plymouth car, Chrysler standards of accuracy require that just such infinitesimal fractions as these must be adhered to in the regular course of manufacture. That is one thing that makes Plymouth the quality car of the low-priced field. There are many parts and dimensions that are held to within a manufacturing limit of .0005 inch, to give smoothness, economy, comfort and long life to the car. Just as the same care gives corresponding qualities to much more expensive ones.

"Costs are kept down by efficiency in the manufacture of the car and not through any sacrifice in accuracy. With the Plymouth, the

DODGE TRUCKS.

Most Complete Line
Now Available.

Officials of the truck division of Dodge Brothers announced to-day that the company now has what is considered the most comprehensive range of units in the motor truck industry. Capacities range from the Merchants Express light delivery car to the heavy duty truck, and the various models and combinations in the line meet 96 per cent. of all hauling needs.

Four-wheel brakes on all models, and radiator shutters operated from the dash on all heavy-duty models are outstanding features of the 1930 Dodge Brothers commercial cars and trucks. A four-speed transmission in the heavier capacities insures more flexible operation under all conditions. Hydraulic, internal-expanding brakes are standard equipment on all trucks, school buses and motor coaches. All brakes are completely enclosed as a protection against dirt and dust, and afford positive control at all times.

Forty-eight different types of chassis with wheelbases ranging from 109 inches to 185 inches are offered, which when combined with the various body styles and varying equipment, gear ratios, size of tires, etc., extend into more than 2,000 different truck types. In addition, the special equipment division of the company furnishes on order, units that fall outside standard specifications.

Exhaustive tests constantly carried on by the company coupled with the statements of many users have proved the dependable performance of these trucks under every condition. Four-cylinder engines have a bore and stroke of 3-5/8 4-1/4 and stroke of 3-7/8 and in the heavier trucks and the motor coaches a bore and stroke of 3-3/8 by 4-1/2. All six-cylinder types have seven-bearing crankshafts, statically and dynamically balanced, insuring smoothness at all operating speeds. Three bearings of generous size afford rigid support for the crankshafts in the four-cylinder engines. Engine accessories on all models include oil filter, air cleaner, crankcase ventilator located on top of the steering wheel. Instrument board equipment includes speedometer, carburetor choke, ammeter, oil gauge and engine temperature indicator.

One-piece tubular propeller shafts are used in the two smaller capacities and two-piece shafts with center support ball bearing on the larger models. All rear axles are of the semi-floating, spiral bevel gear type with straddle mounted pinion and four pinion differential. Single plate clutches and Hotchkiss drive construction feature all models.

"Dodge Brothers trucks have been leaders in so many phases of commercial transportation for so many years that their ability and dependability are soundly established throughout the world," says the local Dodge Brothers dealer.

tremendous cost of the fine tools required is spread over so many cars the individual cost per car is small.

"Some of the parts that are held to extraordinary accuracy are the rear axle housing bearings, the four-wheel hydraulic brake cylinders, the crankshaft main bearing seats in the blocks, the valve stem guides and valve tappets, and other parts. All of these must not exceed .0005 of an inch in variation for diameter, out-of-roundness, depth, or whatever quality the particular function of the part may call for. Cylinder blocks are held to a limit of .001 of an inch for out-of-roundness and size.

"It is a fact that in building the Plymouth car, which is a Chrysler Motors product, we use the same limits and fits as the higher-priced Chrysler products. That is why we call it the quality car of the low-priced field."

SMOOTH RIDING.

Feature of New Willys Six.

"What doth it profit an automobile to be capable of great speed unless it rides smoothly?" This is the way the Willys-Overland engineers reasoned before they designed the new Willys Six. They designed a car capable of unusual power and speed and they then set out to make it as smooth-riding and as comfortable as possible. The result is that the new Willys Six combines speed and comfort to a new degree in cars selling under \$1,000.

The Willys Six really brings a new conception of riding comfort at every speed range. Not only is this comfort and smoothness brought about by the employment of Monroe two-way hydraulic shock eliminators on all four wheels, but it is also the result of the construction of the chassis and the manner in which the engine has been mounted.

"To-day speed is requisite in an automobile," one of the Willys-Overland executives points out in detailing the comfort features of the car. "But, unless the modern automobile rides smoothly, unless it is so built that it absorbs to the maximum degree the jolts and jars of the road, high speed loses most of its advantages.

"We have built comfort into the new Willys Six. We have taken advanced steps to eliminate sidesway, added excellent hydraulic shock eliminators and built this automobile so that even under trying operating conditions, it is comfortable and easy riding.

"Another feature of the new Willys Six which is a major factor in its smooth operation is the mounting of the engine. At each point of suspension, it is set in rubber which takes up any engine vibration which is usually transmitted to the frame and thence to the body.

"If all highways were broad and smooth, it would not be necessary to add to the motor car so many comfort features. But the highways of to-day are not all broad and smooth. There are detours, poor roads, hundreds of miles of dirt roads and rocky roads and this new car will perform on any of them. It is also comfortable at every speed. It gives as smooth a ride at thirty miles an hour as it does at fifteen, it rides as well at sixty as it does at thirty and it really represents the final word in riding comfort."

SERVICE IN SELLING.

Plays an Important
Role.

A few years ago the sale of a car involved no obligation on the part of the manufacturer beyond delivering it to the buyer in satisfactory running condition and keeping it so for a reasonable length of time. The purchaser gave little thought to the quality or accessibility of service facilities.

But this condition, like many others connected with the automobile

industry, has changed completely in recent years. To-day's buyer is concerned not alone with initial performance. Now he demands assurance that his investment will receive the permanent protection of a competent, service organization trained and equipped to maintain his car at top efficiency.

"Service, instead of remaining a side issue of the dealer's business, has become a major factor in swaying the sale of new cars," asserts the Service Manager of the Dragon Motor Car, Limited, Happy Valley. "Word of mouth advertising from owners who are satisfied with intelligent service, represents a priceless sales asset.

"A few years ago owners cared little about service facilities because they seldom ventured beyond their immediate vicinity. But to-day the motorist, whether touring abroad or at home, wants to know that he is within easy calling distance of a service station where he can get genuine factory parts and specially trained men to adjust or repair his car. He wants to know that his service will be uniformly good wherever he may be.

"Realizing the close relationship between service and sales, General Motors Export Company aids its dealers in many ways to establish and maintain service facilities of the highest possible quality. Parts and service representatives keep in constant touch with the dealers' service departments. Special efforts are constantly made to educate the dealers' mechanics in proper repair and maintenance methods."

NO RULE OF THUMB.

Modern Automobile
Manufacture.

Expansion of research to determine the quality of materials used in manufacturing has led to the formation of the American Society for Testing Materials. It held a Detroit session devoted to the automotive branch.

Talks by engineers and chemists revealed among other things the fact that rubber now has sixty-five different uses in the modern motor vehicle. They include parts for absorbing and dampening vibration, for deadening noise, for eliminating metallic joints or protecting them, for electrical insulation and for protecting parts against wear. Rubber is now being vulcanized to other materials such as metals and wood.

On the subject of the new stainless steels that are being used for car building it was shown that all such metals need to keep them perpetually bright is to have the face washed once in a while by wiping or rubbing with a cloth. These steels, due to the use of nickel and chromium as alloys in them, are "nickel-plated all the way through."

It is predicted that we are coming to a "rustless age," when the world's supply of iron will be conserved by alloying it with chromium, nickel and silicon.

According to another paper read before the society, all rule of thumb methods have been eliminated from

WILLYS SIX.

Beats Fast Train
Time.

Travelling 285 miles from Huntington, W. Va., to Toledo, O., in 518 minutes, a Willys Six Sedan, established what is believed to be a world's automobile speed record between those two cities, averaging 64.93 miles an hour for the run.

In this dash from West Virginia to the north-west tip of the Buckeye state, the Willys Six clearly demonstrated its slogan of "A torrent of power and speed" by beating the time of the fastest train between those two cities by two hours and three minutes.

Starting the record breaking dash at Huntington, J. H. Jenkinson, the driver, was officially checked out by a Western Union timer, waved goodbye to the engineer of the crack Huntington-Toledo train which leaves that city each night at 11.25. Into the night speeded the Willys Six, responding to every demand of the driver, not only on the level highway but in negotiating the steep grades. Across the Ohio River, Jenkinson headed the Willys Six northwest toward Toledo, the home of the Willys-Overland Company.

Mile after mile and hour after hour the Willys Six continued its great power development, producing the torrent of speed necessary to send it over the highways in record time and each moment cutting down the distance between Huntington and Toledo.

At 4.43 a.m., Jenkinson whirled up to the Toledo office of the Western Union where he was officially checked in, by an official of that branch. This completed the record run and gave another example of the outstanding performance of Willys-Overland's new low priced six.

Willys-Overland officials state that this performance of the new Willys Six is typical of the car and is a tribute to its inbuilt power, speed and stamina. They point out that owners of the Willys Six may expect remarkable performance from this car which has a power plant that develops 65 horsepower, producing a top high speed of 72 miles an hour and 48 miles an hour in second gear.

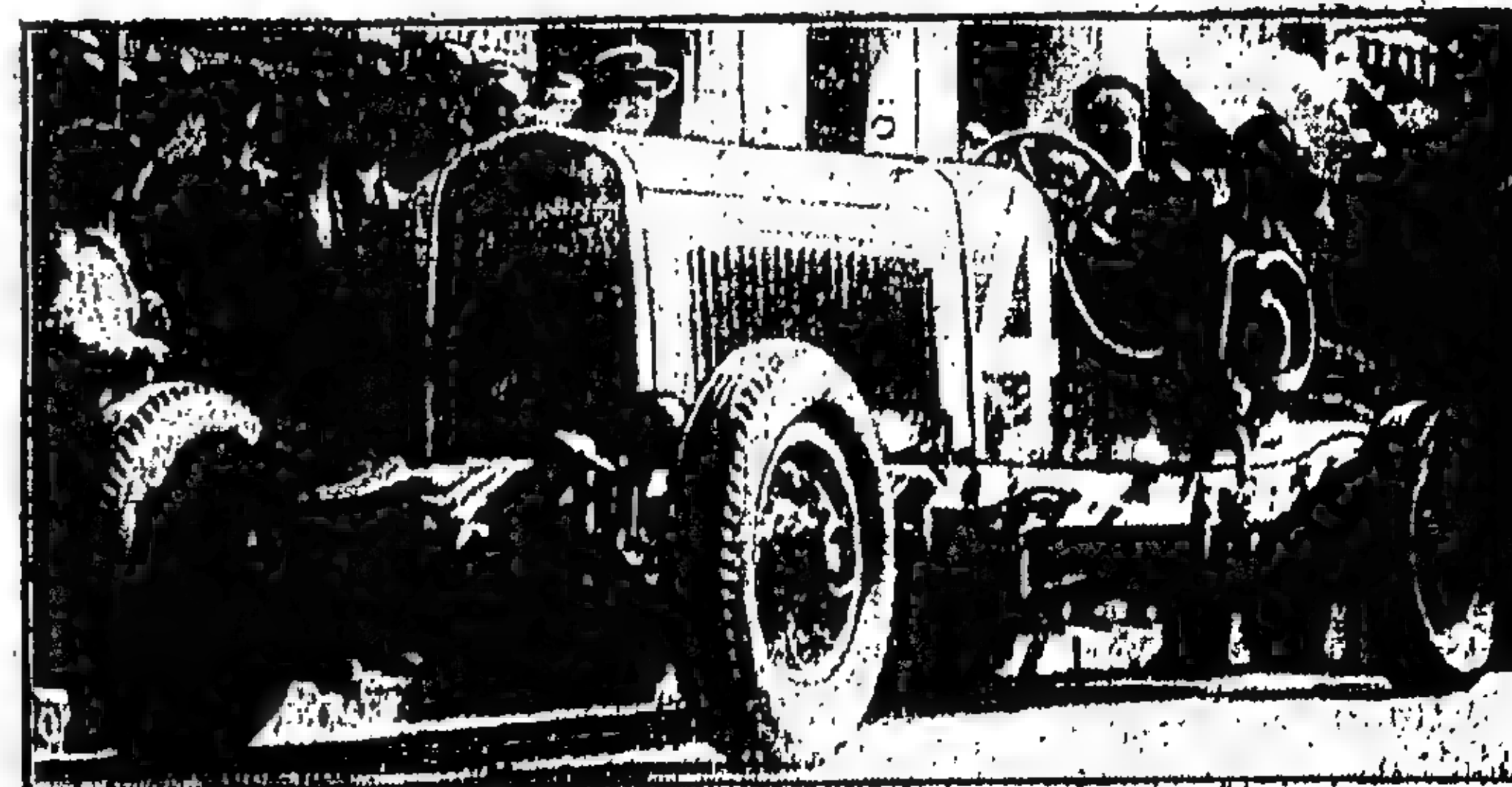
In addition to its performance, the Willys Six is marked by striking lines of beauty. Each model is marked by utmost roominess of interiors which is a factor in adding to comfort in long, fast trips such as the Huntington-Toledo run.

the foundries of modern automobile factories.

There are two main divisions of foundry activity that have been converted from an art to something approaching a science. The first of these is the preparation of suitable moulds to receive and form the molten metal into useful shapes.

The second consists in delivering to the mould cast iron of such controlled chemical composition and physical condition it will make castings that are perfect for the purposes intended.—Free Press.

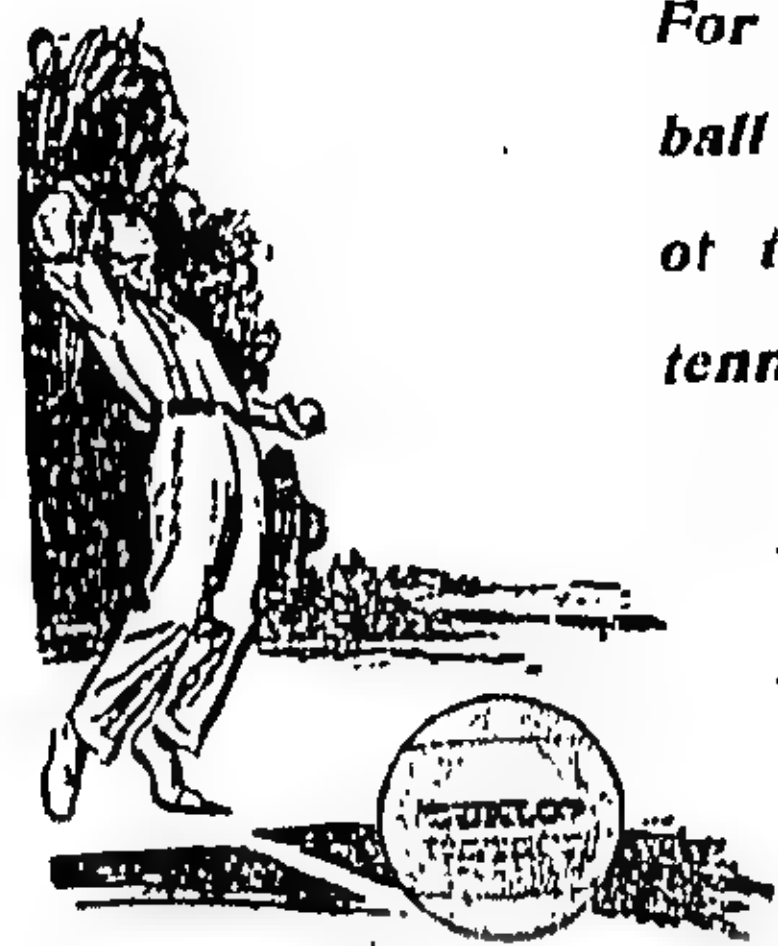
Chrysler Wins Racing Classic of Chile.



This Chrysler "45" driven by Enrique Cortes, formerly Chrysler Distributor for the north of Chile, recently won the "Circuito Sur" race in Santiago, negotiating the 500 kilometres in four hours, three minutes and ten seconds. For his victory, Mr. Cortes received a very valuable cash prize and a silver cup.

PROOF!!

In the Davis Cup, out of 22 Countries entered to date, 16 have decided to use the DUNLOP Ball.

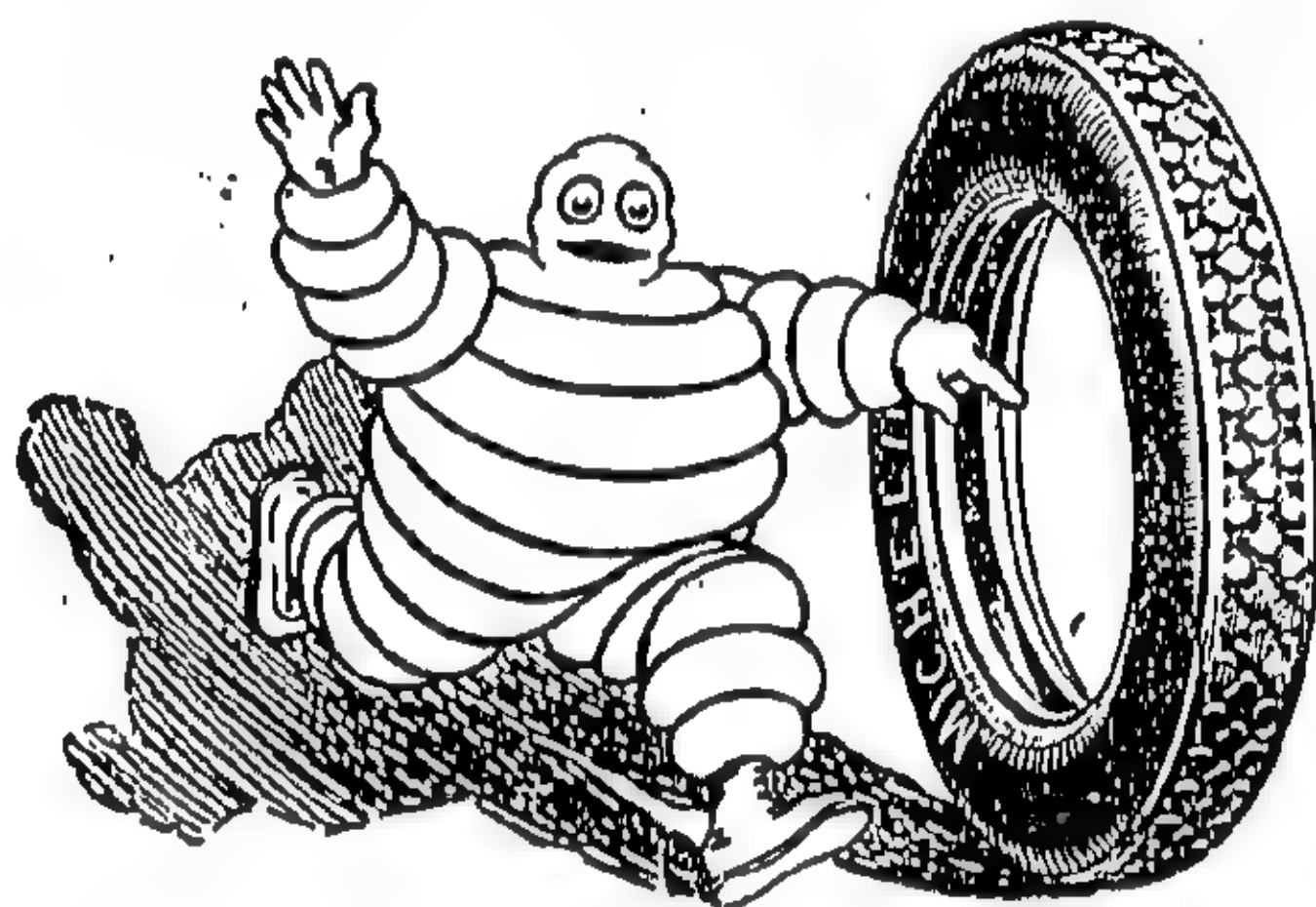


For better Tennis, — **PLAY DUNLOP**, the ball which has to its credit the largest number of tennis successes ever achieved with any tennis ball.

\$10.00 per dozen (Retail) at all Stores.
Lower rates for Clubs' Tournaments.

MICHELIN

FOR NON SKIDDING AND DURABILITY



A. GOEKE & CO., DISTRIBUTORS.
China Building (4th Floor). Tel. 22221.
FIAT GARAGE DEPOT.
67, Des Voeux Road C. Tel. 24821.

COMMER VEHICLES.

A Bid for Foreign Markets.

The difficulties in the way of producing a vehicle which will satisfy customers' requirements at home and abroad are generally recognised. The rule of the road in Great Britain, for instance, is the opposite of that obtaining in nearly every country in Europe, the whole of North and South America and many other countries in Asia and Africa. This means that to sell a British car in such countries, left hand control has to be provided—an expensive and often impossible task unless the car is designed to allow of it.

One British firm, Commer Cars, Ltd., of Luton, has seen the wisdom of making such provision; and on the new "Invader" and G.2 models right or left hand steering is available. A central gear change obviates the necessity of altering the gear-box; whilst identical supporting studs on each side of the gear casing allow the clutch pedal to be placed on the right or left.

As both the hand brake and the steering rod brackets are bolted to the frame member, they also have merely to be shifted to the other side. The only special machining operation necessary is boring the left hand axle to take the main steering arm.

THE SUPA BUS.

A Stalwart from India.

As I was wandering round a motor display gazing curiously at Duesenbergs and Daimlers, it suddenly occurred to me that there was still one other car in the world whose presence might have contributed to the glories to be seen.

I refer to the Supa Bus. But here let me explain that "Supa" is the name of a tiny village in South-West India, and that "Bus" in this case is not a term of endearment.

Having thus explained the title of my absent vehicle I will endeavour to describe some of its more salient features. To begin with, it is the only motor-propelled vehicle plying between Londa Junction and the Mysore Boundary—about one hundred miles—and it needs a crew of at least five men to make it go at all. The distribution of the crew is as follows:—

One driver.
One man to fan the engine.
One cement-and-water-man.
Two boulder men.

The duties of the last-named, by the way, may need a little explanation: they each sit on a rear wing, nursing heavy lumps of rocks, and when the bus loses momentum, either accidentally or otherwise, it is their duty to hurl them under the wheels, thus completing the car's deceleration. The cement-and-water-man, of course, piles his trade when gusts of hot, dry air from the radiator indicate that his attention is necessary.

And now a few words about the engine and bodywork.

In the first place, the radiator bears the name of a well-known American firm, but no relation to the engine which it is optimistically expected to cool. It is a later addition from an earlier model of a different make. The fan is operated by hand whenever the car is stationary, which is often. The bore and stroke are not easily assessed, as they vary with each cylinder. The gearing is simplicity itself—one forward speed (bottom) and one reverse. But the latter doesn't always work. There is apparently no clutch. The driver simply warns all concerned to hang on tight, and then either the car starts or the engine stops. The steering is indirect, the body slowly following the chassis round the bends. Audible warning of approach is so obvious as to render a horn totally unnecessary. The bodywork is on orthodox bullock-cart lines (the product of a local agriculturist), whilst the finish is in fabric and wood, viz., canvas mudguards and bamboo coachwork. Lighting is by electricity for preference, oil for necessity, and moonlight when all else fails. The only notable features of the equipment are four camp-beds and a bicycle.

The petrol consumption is on the heavy side—10 m.p.g., but oil, not being of equal urgency, is more economically employed.

I once went forty miles in this car and twenty miles on the bicycle. So I know all about it. I expect the crew are still doing for who sleeps on the ground. Still, it would have done me good to have seen my old friend on view! —A. J. E. in The Autocar.

G.M.C. PRODUCTION.

Ten-day Reports from 20,000 Dealers.

From General Motors has come an official communiqué on policy governing production and sales that automobile men are studying. It is from Donaldson Brown, a vice president, who sits on the right hand of Alfred P. Sloan, Jun., operating head of the corporation.

Mr. Brown succeeded John J. Raskob as chairman of the Finance Committee. As bearing on the importance of production control, he says the automobile industry is coming to be recognised as a vital index to American industrial prosperity. This gives added control to manufacturing in such a way that it will iron out peaks and valleys in employment.

To this end, General Motors now receives reports every ten days from 20,000 dealers showing cars on hand, retail deliveries and unfilled orders. Production schedules and material commitments are based on the trend of retail sales as disclosed by these reports.

The system now in use has been under development since 1924. Mr. Brown credits it with keeping factory production in a satisfactory relation to movement of new cars during the panic-ridden final months of 1929, with the result that new car stocks were "not abnormal at the close of the year."

As another move toward retail stability, the corporation has developed the Motor Accounting Company. This branch exercises an added control intending to prevent over-stocking of dealers and to promote the use of systems calculated to promote dealer operations on a budget basis.

"The automobile industry," he points out, "is no longer a business of manufacturing and wholesaling. It has become a business of retail merchandising and the strength and permanency of any producer must be measured in terms of the strength of his retailing organization."

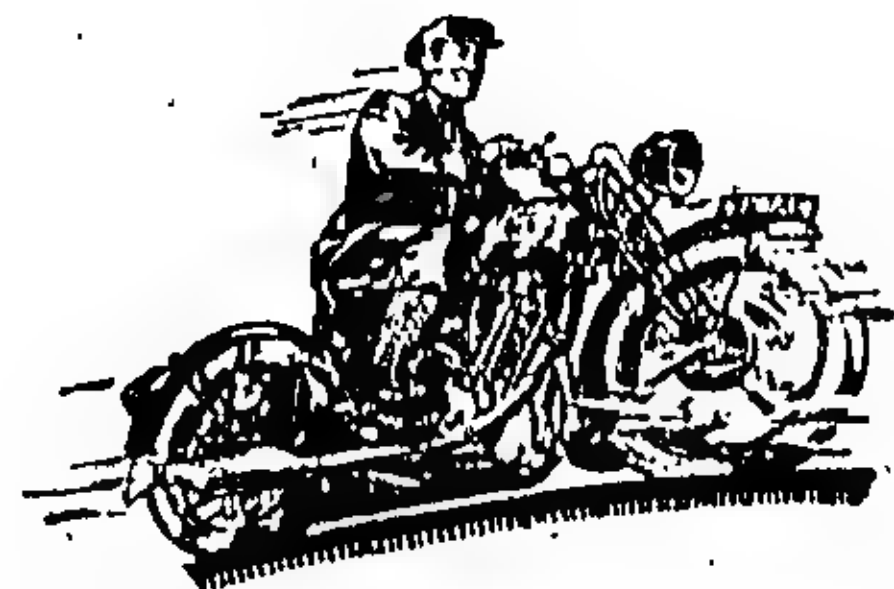
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Still, it would have done me good to have seen my old friend on view! —A. J. E. in The Autocar.

Greater Strength—Greater Safety— Greater Comfort—Greater Value



**RIDE ON A BACKBONE
OF FORGED STEEL**
WHICH CHARACTERISES
1930

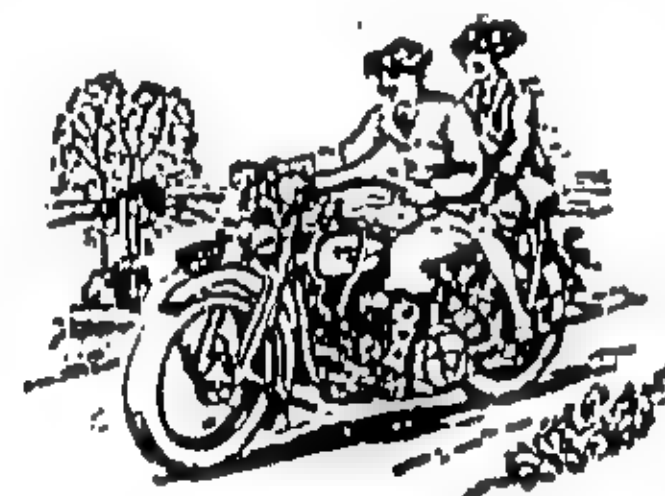
B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and Inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

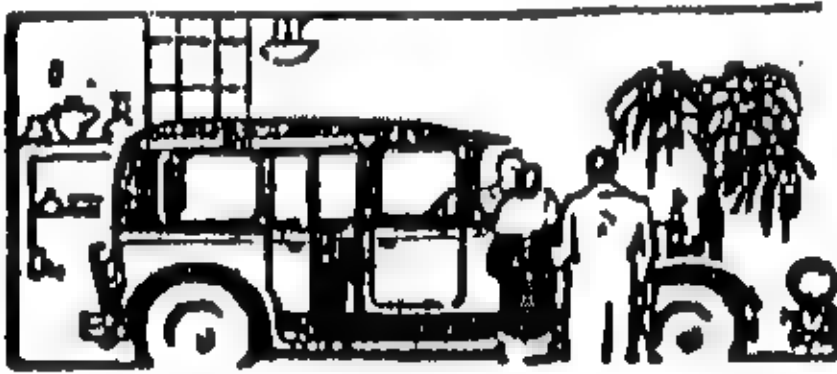
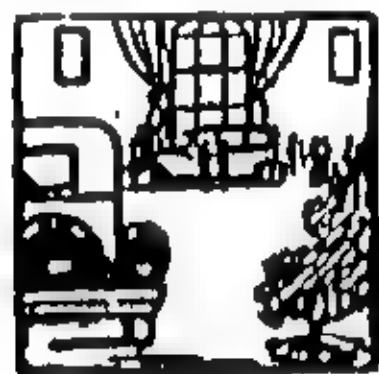


1930 HARLEY DAVIDSON NOW ON DISPLAY

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. 56242 & 57804.
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESSORIES IN STOCK



MOTOR NEWS

From Road & Showroom



Loss of engine power resulting from back pressure in the exhaust system has been materially reduced by Studebaker engineers by the use of a new full-power silencer.

Studebaker's 78th anniversary, celebrated on February 16, was featured by the fact that total sales for the past ten years of \$1,336,681,577 amounted to two and one half times the total sales of the previous 68 years.

A. L. Nagelsinger, a resident of Madras, broke the road record between Madras and Ootacamund, a distance of 412 miles, by nearly three hours in a stock President Eight Roadster.

New Six Cylinder Motor.

Messrs. J. W. Brooke & Co., Ltd., Lowestoft, report that their new six cylinder, type 16/40 motor, has now completed its tests to their entire satisfaction, and orders can be accepted now for very short deliveries. The price has been fixed, and works out at £178 engine and reverse gear. This motor has withstood extremely well the very stringent tests through which it has been put by this firm, and promises well.

A Long Trip.

Ralph Roach, James Mahoney and Harley Kletsch, three boys of Palmyra, Nebraska, made a 7,600-mile trip in a Ford Model A, covering the states of Colorado, Nebraska, Utah, Montana, Washington, Oregon, California, Arizona, New Mexico, Oklahoma, Kansas, and back home. They were on the road thirty days and averaged 250 miles per day, not counting stop-over on several days at different points with friends and relatives, so their actual driving each day had to be much greater than 250 miles.

Why All The Bother?

Smith: "Hello Brown, what's the idea in taking your engine to pieces again?"
Brown: "Dropped a nut in the crankcase."
Smith: "What? Going to all that trouble over a nut? Why you could buy another for sixpence!"

Good and Sufficient Reasons.

Horace: "Why don't you sell that old Ford of yours, and get a car?"
Hector: "Not on your life. That old bus takes me everywhere I want to go, and as fast as I want to travel, besides it's so noisy that the wife has to give up quarrelling with me because I can't hear what she says."

Racing Motorist to Wed.

Miss Jane Baxter, the actress, who is now playing in "The Middle Watch" at the Shaftesbury Theatre, is to marry Mr. Clive Dunfee, the younger of a pair of brothers well known as racing motorists. "The engagement will soon be announced," Mr. Dunfee told me (writes an Evening News correspondent). "We have not settled the date of the wedding; but it will not be until after the Summer." Mr. Dunfee added: "I am continuing to race at Brooklands and elsewhere this season, but I shall retire when we are married. We have not yet discussed whether Miss Baxter will give up the stage. She is very fond of fast motoring. In practice last autumn she came as my passenger in the big Bentley which was second in the British Racing Drivers' Club's 500-mile race last October. Nobody else dared." Mr. Dunfee is on the "Stock Exchange." He is one of the "Bentley Boys," as London has nicknamed the team of wealthy young men, including Mr. Woolf Barnato, Mr. H. R. S. Birkin, and Mr. Jack Dunfee, who drive these cars in big races.

Abuse and Ill-Usage.

Dealer (to lady motorist): "This is a tyre we can honestly recommend. It will stand any amount of abuse."

The Lady: "That's just the kind I want. My husband says some very nasty things when he has to repair a puncture."

When Engine is Boiling.

How an engine can be boiling without the fact registering on the motor meter—not the engine heat indicator—is a mystery to some car owners. The explanation is simple enough. The motor meter registers the temperature of the water in the top of the radiator. If the water in the system is low, it may not reach the header. Therefore its temperature will not be registered.

Spare Parts.

Few spare parts lists can be compared with those issued by the Albion Motor Car Co., Ltd., the well-known Scottish Commercial manufacturers. They are outstanding both for their completeness and for the ease with which components can be identified. This is largely due to the fact that in addition to a clear and concise description of all parts, the lists include photographs of most of the components for which replacements are likely to be required. The system of repair standard has been very thoroughly developed in respect of all Albion models, and reference to the spare parts lists shows that replacements are available with special dimensions to take up various classes of wear. In addition, where part is not interchangeable with the old part, both the old and new parts are included in the spare list, and the serial number of the chassis at which the alteration took place is indicated. All this makes for the very easy and accurate ordering of spares, and the greater satisfaction of Albion users.

Cause of Pre-ignition.

Pre-ignition, which is different from pinking or knocking, most often is the result of overheated spark plugs firing the gas charge before it has been compressed.

Travel 200,000 Miles.

Mr. and Mrs. John A. Holton have just finished a ten-year automobile trip that took them across the United States four times and into old Mexico and Cuba. They have travelled 200,000 miles in a Model T Ford built up to provide living quarters. Mr. Holton recently purchased a Model A but has not yet decided to dispose of his old friend, the Model T.

Sufficient Lubrication.

Lack of sufficient lubrication must be guarded against. Oil and grease are cheaper than repair bills, and it is most desirable that owners study their instruction book and go over all parts requiring lubrication, as shown on the chart. Especially so in this important before making long trips, as very often a point which has recently been oiled may become dry.

Learn to Ride.

Free instruction in how to ride a motor cycle is offered to all over the age of 18 years. The scheme has been instituted with the object of making many of the new motor cycle owners that will take to the road, thoroughly conversant with everything that pertains to the control and operation of motor cycles—requirements of the road. B.S.A. machines will be used, and a series of lectures will be included in the course. The scheme is new to Western Australia, and Morlock Bros. who are responsible for its inauguration, are to be commended on their action. With careful instruction it is reasonable to assume that better driving will result, and as a result less accidents.

General Motors Earnings.

The net earnings of General Motors Corporation for 1929 were \$248,000,000, which compares with \$276,000,000 in 1928.

A Triumph for the Douglas.

The results for the past season's Speedway racing in Western Australia have proved an unexpected triumph for the Douglas motor cycle. Never in this history of motor cycling has one make scored such a succession of wins as has the Douglas. In the past two seasons. The fact that these wins have not all been scored by one or two champions on special racing motors, but have been contributed to by all those riding Douglas machines, goes to prove that every Douglas is a race winner. Throughout the season, Douglas motor cycles have won more races than all other makes combined—a strong tribute to the speed, efficiency and reliability of this make.

Truth of a Slogan.

Known throughout the world as one of the most up-to-date and progressive newspapers, the London Evening Standard has to live up to its slogan, "News to the Minute," and it is interesting to notice that the Evening Standard uses a large fleet of fast delivery vans built by Guy Motors Limited. When the former London fleets of vans of other than British origin used for paper service were growing old, and that there was a good market for a British van, Guy Motors Limited studied the whole problem of newspaper distribution—load, speed, conditions of driving, reliability, maintenance, and so on, and then built a vehicle that met every condition. Since the first vehicle of this type was put into service by The Evening Standard, the latter have sent three repeat orders for large fleets of Guy machines.

Lubricating Cylinder Walls.

Upper cylinder walls can be lubricated by taking the foot of the accelerator suddenly during the warming-up process.

Truck Aids Science.

An Italian expedition which left Capetown, South Africa, recently, to cover the distance between the city and Rome, Italy, by road, is using a Ford "six-wheeler." The expedition is under the command of A. Gatti. The expedition will call at places of scientific interest throughout the continent and many articles are being carried.

Motor Coaches.

Six-wheeler motor coaches are being used in France on roads which are impassable to ordinary traffic. The services are mostly used on snow-bound mountain roads. The coaches are on the Citroen-Kegresse creeper track chassis, which has flexible rubber and metal creeper bands in place of driving wheels.

Brookway Truck Co.

The largest motor truck order ever placed by a State Government at one time with a single motor truck manufacturing concern was awarded recently to the Brookway Motor Truck Corporation by the State Highway Commission of New York.

With practically every large motor truck manufacturer in the country competing, Brookway succeeded with its three-ton, six-cylinder road-builder model. A total of 104 of these models valued at more than 300,000 dollars, were purchased.

This huge fleet of 104 Brookways will be used throughout the State of New York in carrying out their greatly increased road building and maintenance programme. These Brookway road builders are specially adapted to this type of work.

Overflowing of Vacuum Tank.

Overflowing of the vacuum tank may be caused by a "loaded," or saturated float which allows the petrol lever to rise higher than normally. To correct this take out the float assembly and dry the float in the sun. When thoroughly dry coat the float thinly with shellac and replace it, taking care that the flapper valve in the upper tank is working properly and is free from grit and dirt.

Use Thick Oil.

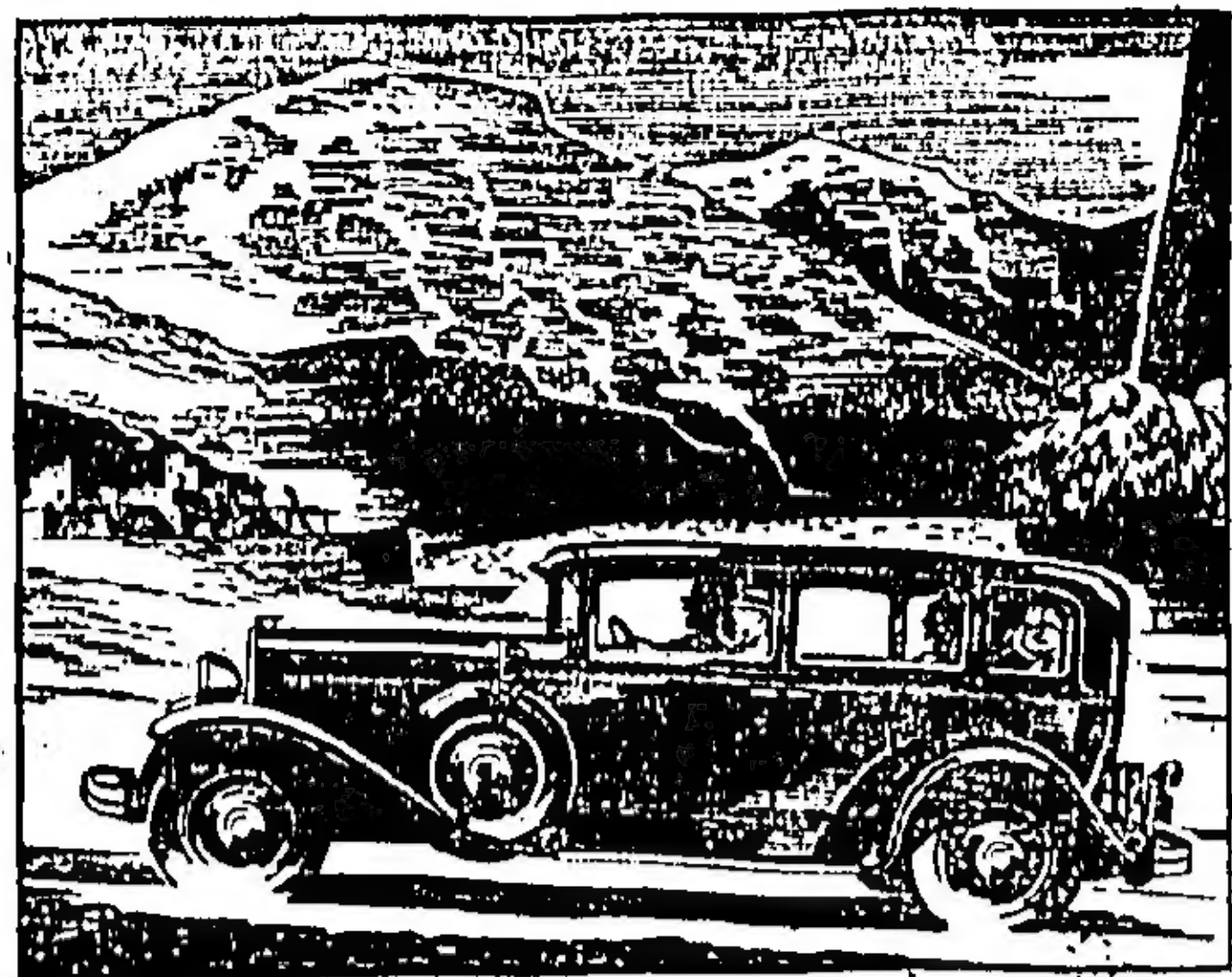
It is a good plan to use thick oil (such as gear oil) instead of grease in the grease gun when lubricating the chassis bearing of a new car. This oil will be easier to inject into a tight bearing than the thicker grease. Moreover, it is advisable to go over all the chassis bearings with a gun when a car is delivered, as frequently some are overlooked before the car leaves the works.

Business is Business.

Modern business methods call for immediate attention and action for a given situation, time being a vital factor. The Shell organisation have purchased four light aeroplanes, the first instalment of a fleet for the use of their salesmen in the Dominions and Colonies. A new depot and service station have been installed at the Croydon aerodrome. The machines already delivered are Avro Avians and De Havilland Moths.

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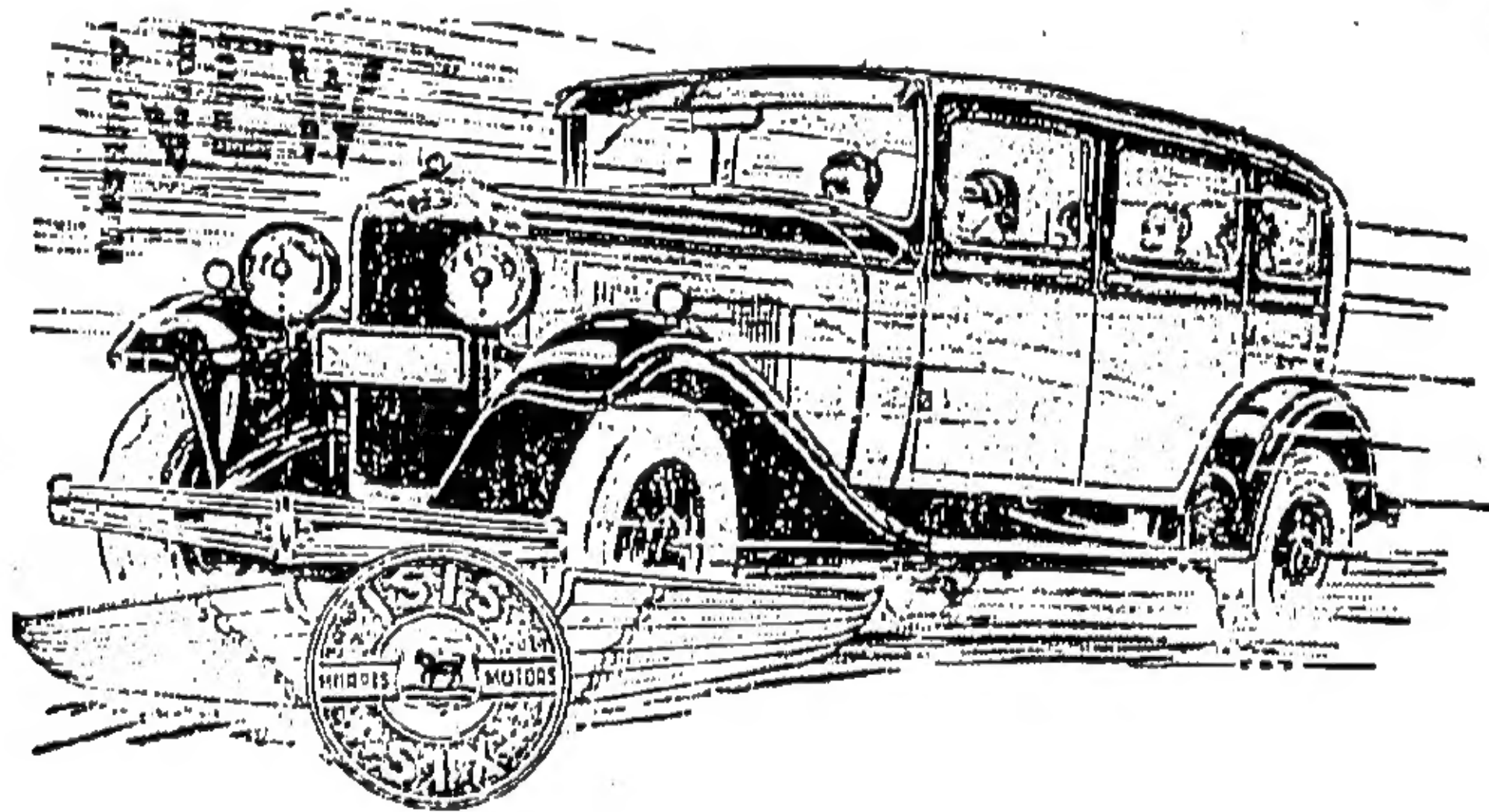
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ROMAN ROADS.

A Lesson for the Present.

The changes which have come over the planning and construction of great highways, prove that the first builders of roads were the best. The main highways across Europe, many of them still in use to-day, after 2,000 years, remain as monuments to the supreme mechanical genius of the Romans. Not only did they plan their roads on the principle that the straight line is the shortest between two points, but they built them so well that with minor changes, the modern cities of Europe still depend upon them for their communication by automobile.

The English word "road" probably comes from the Old English *rad*, compounded from a verb meaning to ride a horse, while our word "street" comes from the Latin *strata*, a paved way, one of those streets of beautifully matched stones which the modern traveller may still see, with the ruts made by the chariot wheels of the vanished citizens, in Pompeii and Herculaneum.

When the Romans set out to conquer the whole known world of their day, their practical mind came to their assistance, and they built, as the long arm of their conquest spread around the shores of the Mediterranean, permanent highways throughout the empire, primarily for the swift and safe movement of their troops throughout all the countries they conquered. Their first principle was to draw a straight line between their most important camps, a line as straight as the flight of the proverbial crow. The Appian Way, which was begun in 312 B.C., one of their greatest achievements, extended throughout the length of the Italian peninsula from the Forum in the Eternal City itself to Brindisi, from which the legions embarked on their journeys to the East. The pillar set up by Pompey to mark the southern extremity of the great road may still be seen in the modern city.

The Romans built their roads by first cutting parallel trenches through the soil to indicate the width of the roadway, removing loose earth until a solid foundation was reached. Upon this four layers of materials were beaten down, the lowest usually of flat stones, sometimes laid in mortar above which a layer of coarse concrete of smashed stones was superposed. Above this was a layer of finer stones or concrete, on which was laid a surface of fine stones carefully matched. The width of some of their roads was 14 feet, on each side of which were unpaved roadways half as wide again.

These great roads, which spread out fan wise from the great city which gave the empire its name, were kept in repair long after the legions had passed into dust, and influenced, to an important degree, the rise and growth of trade routes and the cities which supplanted the "castra" of the Roman soldiers.

Where Romans Marched. Any one who has motored in France will be grateful to the genius of those old Romans in planning their military roads—later to be repaired and lined with trees by Napoleon for his legions—remembering the tortuous and winding roads of this country which have perpetuated in concrete the wanderings of pre-historic cows of the early American colonists. Wherever the road in Europe straightens out and aims for a distant star, the motorist may be sure that his car is following the path of that great empire of Rome.

If a stream interposed, the Romans built a bridge; if a range of mountains intervened, the road followed the line of least resistance in a grade and took up the straight (and broad) path once more.

Later, building and the growth of cities which clustered as close as possible into tight groups enclosed by a wall obliterated the lines of the Roman roads as they passed through the camps, leaving only winding streets and alleys which followed vaguely the lines of the Roman roads within the camp limits— invariably laid out at right angles like the streets of a modern city. With the arrival of motor cars, some of these old lines proved certain death traps in many of the cities of Europe. The traveller may perhaps remember the mirror placed against the walls of a house to show the motorist the approach of a flock of sheep or cattle driven to market.

Through Paris and London. In Paris, few motorists realise that the long, straight line of the Boulevard St. Michel is the old Roman road to the South, and the Boulevard Sebastopol, its continuation to the Roman cities of the North. And the motorist leaving London on the Great North Road passes over a highway laid out by the legions who pushed their conquests as far as the Great Wall. Every road map of England shows tiny dotted lines where, in the course of centuries, in spite of the growth of the villages and the fluctuation in importance of the market towns, the old Roman road still exists, sometimes as a mere cart track, and at others merely a line of hedges, still standing as a monument of the busy life which passed away before even William the Conqueror gathered his armies across the Channel.

The excavations for the huge buildings which London is now substituting for the older ones of a London of rambling waggons and hansom cabs still turn up remains of the Roman city. A milestone of the Roman road still exists and has been preserved as a venerable memorial of the town which grew along the Thames, centre of long, straight roads leading over moor and heath to the limits of the islands of the fair-haired Angli.

One of these roads, long after its first pagan travellers had passed into the dusk of Imperial Rome, came into a new life as the highway over which Chaucer's pilgrims went plodding to the shrine of the most famous saint of medieval England, St. Thomas, in the great church in Canterbury.

BRITISH CARS.

How Manufacturers Can Make Headway.

Of all the colonial and foreign markets, it is probable that India offers the most favourable opportunity of any to British motor manufacturers. In spite of what one hears to the contrary, the average educated Indian still follows the lead of the Briton in matters of western culture. If, then, the British manufacturer can persuade the Briton in India to buy his cars, he will have made an appreciable advance towards capturing a large part of the Indian market. And in this, there are several factors strongly in his favour.

The majority of Britons living in India visit Britain every few years on leave. While there they buy British cars, and consequently acquire a taste for the British car, with its greater comfort and handiness for the owner-driver. Having acquired this taste, one would expect them to purchase a British, rather than an American, car on their return to India. That they do not do so is due to the poor service offered there by the British manufacturer. Before the latter can hope to gain his share of the Indian market he must organise an efficient service throughout the country. At present this is almost non-existent outside the radius of Bombay and Calcutta, as the following experience shows.

A Companion.

Two men, one with a popular British car, the other with an equally popular American, both had the misfortune recently to be involved in minor accidents which necessitated the fitting of new radiators. The owner of the American car telephoned the local agents, who had a new radiator fitted and the car ready for the road again the next day.

Not so with the British car. The nearest agents were in the capital of the province, a good hundred miles away. The owner immediately wired to them to send a new radiator and a competent mechanic to fit it without delay.

He received an answer next day regretting that the radiator would have to be procured from the main agents in Bombay, but that they would send and fit it as soon as it arrived. (This all happened in the extreme north of India.) The car was not ready for the road again for three weeks!

Not Isolated Case.

This is not an isolated case. Time and again one hears the few owners of British cars in Northern India bemoaning the lack of service facilities for their cars after purchase. One never hears them complain of the performance of their cars compared with that of American cars. The complaint is always of the service, and of its inferiority to that which American firms have established.

Admittedly, the Americans have the advantage of a long start—the war years and those following when they had no outside opposition to compete against. But, on the other hand, they were pioneers. They had to feel their way gradually, and it took them many years to build up their organisation to its present pitch of efficiency.

To-day the British firms can take advantage of the spade-work done by the Americans, and can aim direct at establishing an organisation equal or superior to that of their rivals. Until they do so they will never make any appreciable headway in the Indian market.—W. G. S. T. in the Autocar.

tion to the Roman cities of the North. And the motorist leaving London on the Great North Road passes over a highway laid out by the legions who pushed their conquests as far as the Great Wall. Every road map of England shows tiny dotted lines where, in the course of centuries, in spite of the growth of the villages and the fluctuation in importance of the market towns, the old Roman road still exists, sometimes as a mere cart track, and at others merely a line of hedges, still standing as a monument of the busy life which passed away before even William the Conqueror gathered his armies across the Channel.

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USES OF RUBBER.

Prominence in Car Design.

Although steel and wood still predominate in the construction of modern motor cars, rubber is gaining increasing prominence. Most car owners would be amazed at the varied uses manufacturers make of rubber in building motor cars, and all for the purpose of eliminating vibration, ensuring quietness and providing for the comfort of the motorist. Approximately 450 pieces of rubber, representing 40 to 60 pounds of this material are used in every Chrysler car, exclusive of tyres. Three years ago, only ten to fifteen pounds were used in the average automobile.

Among the recent achievements are the use of rubber engine mountings to absorb engine impulses; rubber spring mountings to insulate road shocks; fabricated body shells to eliminate squeaks and rattles; special centrifugal rings on impulse neutralisers; hydraulic brake parts; wire insulation and many others. The importance of this material in automobile construction long ago caused Chrysler engineers to establish a rubber laboratory where a corps of trained men has adopted a rigid code of specifications covering all types of rubber. When this department was put in operation, it was discovered that there were 120 different types of rubber in commercial use. By physical tests and chemical analyses, exacting standards have been established covering such factors as tensile strength, elongation, hardness, permanent set, flow and compression.

Equipment in the Chrysler laboratory ranges from ovens to refrigerators, tensile machines and salt sprays. Every consideration is given to the length of service the finished part will deliver, since this is the most important item from the car owner's point of view.

One of the most interesting uses of rubber is found in the engine mountings with which Chrysler cars are equipped. Chrysler engineers have developed a process by which rubber is bonded to steel plates in such a way that there is no metal fastening between the frame and the engine. Heavy as it is, a Chrysler car may be lifted off the ground by its engine mountings. Another interesting test is the one in which rubber is aged the equivalent of ten years in as many days. To ascertain the quality and probable life of rubber, unusual tests are employed which include exposure to extreme temperatures, abrasive contacts and constant flexing.

OLD CARS.

Ride in Them "For Interest."

The man who can afford to buy himself a new motor car at every show is fortunate. He is never more than a year behind the fashion, or the designer of the make he favours, whichever is the more advanced. Unless he covers a yearly mileage well above the average he need know nothing of the symptoms of wear and prolonged service. He need only observe the usual precautions for running in his new car, and he need only adapt himself to the whims of cars which will generally be in good adjustment and condition.

It is otherwise with those who buy new cars to keep, or who do all their motoring on cars of which someone else has had the best. They will be made aware of the gradual decadence of their cars as the miles and the revs take toll of their efficiency. But, by way of compensation, they find their machines full of special interest. That knock, rattle or hum must be located, its cause diagnosed and remedied as speedily as may be, and as economically as possible. A broken spring here, a leak there, or a component which has worked loose will all manifest themselves in ways more or less unmistakable.

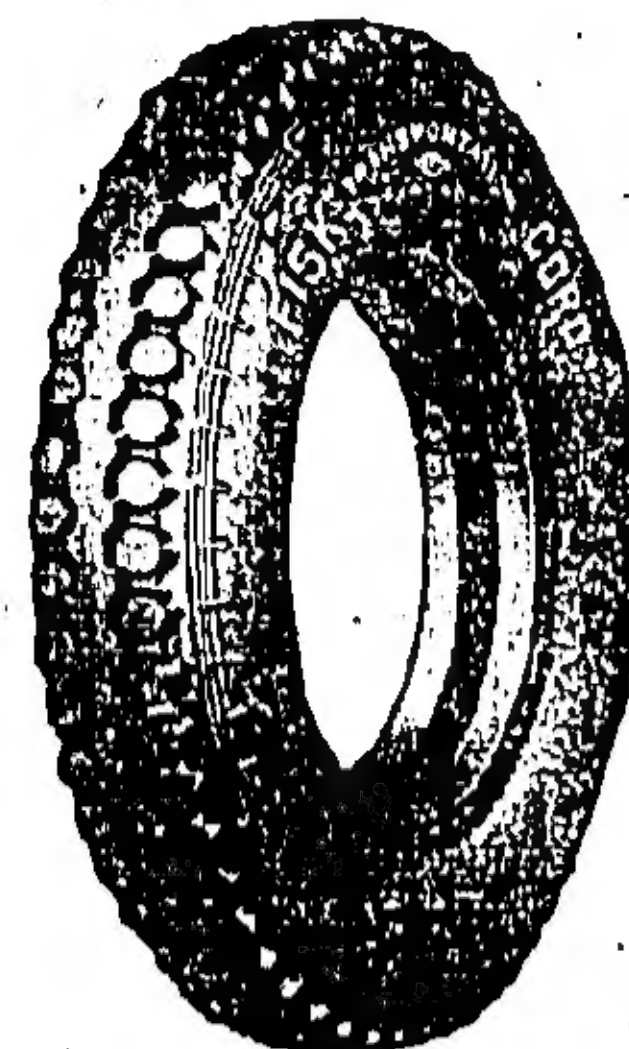
Some troubles, not too fundamental, may elude one for months, and when at last found make one kick one's self mentally for obtuseness in not running them to earth sooner. Other troubles are reasoned out swiftly, surely and successfully; the owner goes straight to the cause and rectifies it.

As the years go by fresh units of the car challenge the owner—given sufficient time, no doubt, they all would. Each type of trouble met and surmounted arms one against its recurrence. Obviously, some parts are more susceptible to wear and maladjustment than others, but not all troubles come with the miles. Exposure, habit and chance all have their bearing on the matter, and for that reason a road test of 100,000 miles on a new chassis might fail to induce some latent trouble.

A feature of older cars which might repel some users provides an attraction to others. Depending variously upon the class of car, convenience and ease of operation have not always been what they are to-day, with the result that dignified



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progress on old cars makes a bigger demand on driving skill.

With these facts in mind, should a prospective motorist be advised to start his career on a new car or on an old one? If he starts on a used car which is put into his hands in good adjustment he will sooner be brought up against those effects of wear and use of which he should be aware. In from three to five years most parts of a car will become due for attention of some sort. He will also be better able to judge from his own experience what he really wants from a car; and his subsequent purchases may be considerably more discriminating than his first.

It is good for the industry that most of us should ride in new cars; but old cars for interest.—J. M. in The Autocar.

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CADILLAC—Hongkong Hotel Garage, Queen's Road, Tel. 24769.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, Tel. 24769.
CHRYSLER—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
CLYNO—Lane, Crawford, Ltd.
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DODGE—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.
FIAT—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, Tel. 22221.
FORD—Wallace Harper & Co., Ltd.
HILLMAN—Lane, Crawford, Ltd.
HUMBER—Lane, Crawford, Ltd.
MORRIS—Hongkong Hotel Garage, Queen's Road, Tel. 24769.
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VAUXHALL—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

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FORD TRUCK—Wallace Harper & Co., Ltd.
FORNISON TRACTOR—Wallace Harper & Co., Ltd.
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MORRIS—Hongkong Hotel Garage, Queen's Road, Tel. 24769.
SPA—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, Tel. 22221.
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MOTOR CYCLES

B.S.A.—The Sincere Co., Ltd., Des Voeux Road, Tel. 27767.
HARLEY-DAVIDSON—Gascen Motor Co., 2, Kwong Wan Road, Kowloon, Tel. 56242 & 57804.
HUMBER—Lane, Crawford, Ltd.

TYRES AND ACCESSORIES

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ACCESSORIES—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.
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WILLARD BATTERIES—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

IMPROVING CARS.

Investigating Inventions

Further testimony to the international character of the automobile was recently made available in a report of the new device committee of General Motors Corporation, showing that there are examined an average of 6,000 new automotive devices a year, offered to the committee for adoption on General Motors cars by inventors from countries all over the world.

The flood of inventions, coming not only from those countries upon the European and American continents where automotive manufacturing has seen its principal development, but from many countries without automobile factories, has lessened the day when the motor car may be truly considered a child of the world and not of any half dozen countries as it was at its inception. In fact, the motor car at the present time has a truly international character, as is witnessed by the fact that the products of 23 countries go into the manufacture of a Chevrolet.

Naturally, only a few of the 6,000 devices which the General Motors committee examines annually, are found to be practicable, but the interesting point from the standpoint of the motorist is that the inventive brains of the whole world are beginning to be focused upon the happy task of providing him with an ever better car. General Motors, said Mr. W. D. Hopson, welcomes these contributions to automotive advancement from whatever source and has set up a definite organization to fully and fairly consider them when they are received from inventors.

The new device committee was organized as a central clearing house for all inventions submitted direct to General Motors Corporation. Instead of allowing a meritorious device to drift by a devious route through various channels, the new device committee sees that it goes direct to the person most concerned and with a minimum amount of delay. All kinds of devices are submitted—some of which are very valuable and others that are not technically or economically sound.

In order that nothing of merit will be rejected without proper consideration, a very minute inspection is given every device.

The new device committee is composed of three vice-presidents of General Motors Corporation, representatives of the patent department, engineers from the research laboratories and manufacturing divisions and an engineering and clerical staff. The committee has authority to call upon any of the engineering facilities of the corporation for assistance. The personnel of the committee is such that at least one or two of its members are fully acquainted with the subject matter of any invention submitted.

The corporation is interested in receiving ideas or suggestions relating in any way to the manufacture or improvement of any of its various products. The great majority of devices submitted consist of articles or devices which have been patented, or for which applications for patent are pending, or are proposed to be filed, but frequently a device, article or idea is submitted which is not capable of any patent protection. It is these last mentioned items that the ones upon which no applications for patent have been filed that cause the committee most concern, as frequently in a large organization some one of its employees is working upon or has already perfected a similar idea, and it is sometimes difficult to persuade the person submitting such ideas that the corporation has not attempted to appropriate it instead of giving him credit. For this reason the committee is not very willing to consider any idea or invention upon which its owner has not at least obtained the minimum of legal protection.

Should an invention be one in which the corporation might be interested—the proportion of such inventions is very small indeed—the inventor is communicated with and, before anything further is done, an agreement is entered into with the inventor clearly setting forth the terms upon which the corporation will undertake its investigation and the compensation it will pay the inventor in the event of its being used.

Usually the inventor focuses his attention on some part of a mechanism

CAR DESIGN.

American Architect's Tribute.

Architecture paid high tribute to automobile design in Michigan.

Raymond M. Hood, president of the Architectural League of New York, and trustee of the Beaux Arts Institute of Design, was the guest of Detroit section, Society of Automotive Engineers, on March 29. He told them that there is no art in Detroit nor in any country that has attained so high a standard as automobile design.

"This," he said, "is because you have tackled the problem simply and sincerely, with minds free of the clutter of tradition, and above all there has been no conscious effort to search for beauty. Your one thought has been to make an automobile that is practical down to the last door hinge.

"The form, even to the mudguards, is the form that does its work most perfectly. The metal and the paint finishes are the most durable and the cleanest you can devise. On the same order, chromium is replacing nickel and brass, because it is better metal in the weather, easier to care for and free from rust."

Mr. Hood went on to point out that architecture and furniture design by contrast, continually had sought beauty. Architects had "tried to squirt beauty over everything," and had sacrificed comfort and serviceability. The automobile builders, he said, had not sought beauty consciously, had sacrificed nothing for it and had found it.

"Beauty," he added, "is not to be disregarded. The true path that leads to it is utility. It has been the guide in every art in which real beauty has been achieved."

A HELP TO LABOUR.

Motor Makers' Arrangement.

An arrangement between General Motors, Limited, and Vauxhall Motors, Limited, became effective in mid week under which all Chevrolet trucks to be marketed in Britain will be manufactured at the Vauxhall Works at Luton, Bedfordshire. Hitherto components for the trucks have been made in America. This will mean the employment directly and indirectly of some 3,000 to 4,000 British workers, with every possibility of an increased number in the near future. For the present approximately 70 per cent. of the cost of a Chevrolet chassis will be made up of British materials and labour, while the complete truck will be in all cases 75 per cent. British. It is hoped that very shortly it will become a 90 per cent. British product.

Mr. C. J. Bartlett, managing director of General Motors, Limited, stated: "Our step can be interpreted as a strong vote of confidence in the future of British industry."

The approximate total value of British material employed will be £2,000,000 a year, and the wages at Luton £500,000, while the total investments at Luton in buildings, machinery etc., exceed £1,000,000.

BRITISH TEST.

13,200 Miles Covered in 16 Days.

The most strenuous officially-observed motor-cycle test ever attempted was brought to a successful conclusion in the Isle of Man in mid week. The machine, British throughout, had been ridden day and night for nearly sixteen days, and a distance of 13,200 miles, equal to exactly 50 Tourist Trophy races, had been completed.

While negotiating one of the famous humpbacked bridges on the Isle of Man course, the machine crashed into a car which emerged from a side-road. The machine was badly damaged, but repairs sufficient to enable the test to be completed were effected.

The speed averaged was 34.8 miles per hour, in spite of the fact that the roads were covered with snow and ice more than half the time.

It is estimated that during the test the machine negotiated 35,000 corners and climbed no fewer than 700,000 feet, 24 times the height of Mount Everest.

The successful conclusion of the trial is regarded as a triumph for British motor engineering.

It is with which he is dissatisfied and usually adds a part to correct what he considers a faulty design. Rarely does he subtract something or simplify a part. If his invention "works" he is generally sure that he has discovered something greatly to be desired but the fact that it "works" is not the only criterion of its value. It must meet the demands of production and sales and there is always a big difference between "working" and being able to capitalise it at a profit. His failure to take into account the demands of production and sales and economics in general, sometimes results in an unjustifiable waste of money and labour on the part of the inventor.

SMOOTH QUALITIES.

Features New Willys Six.

"What doth it profit an automobile to be capable of great speed unless it rides smoothly?" This is the way the Willys-Overland engineers reasoned before they designed the new Willys Six. They designed a car capable of unusual power and speed and they then set out to make it as smooth-riding and as comfortable as possible. The result is that the new Willys Six combines speed and comfort to a new degree.

"The Willys Six really brings a new conception of riding comfort at every speed range. Not only is this comfort and smoothness brought about by the employment of Monroe two-way hydraulic shock eliminators on all four wheels, but it is also the result of the construction of the chassis and the manner in which the engine has been mounted.

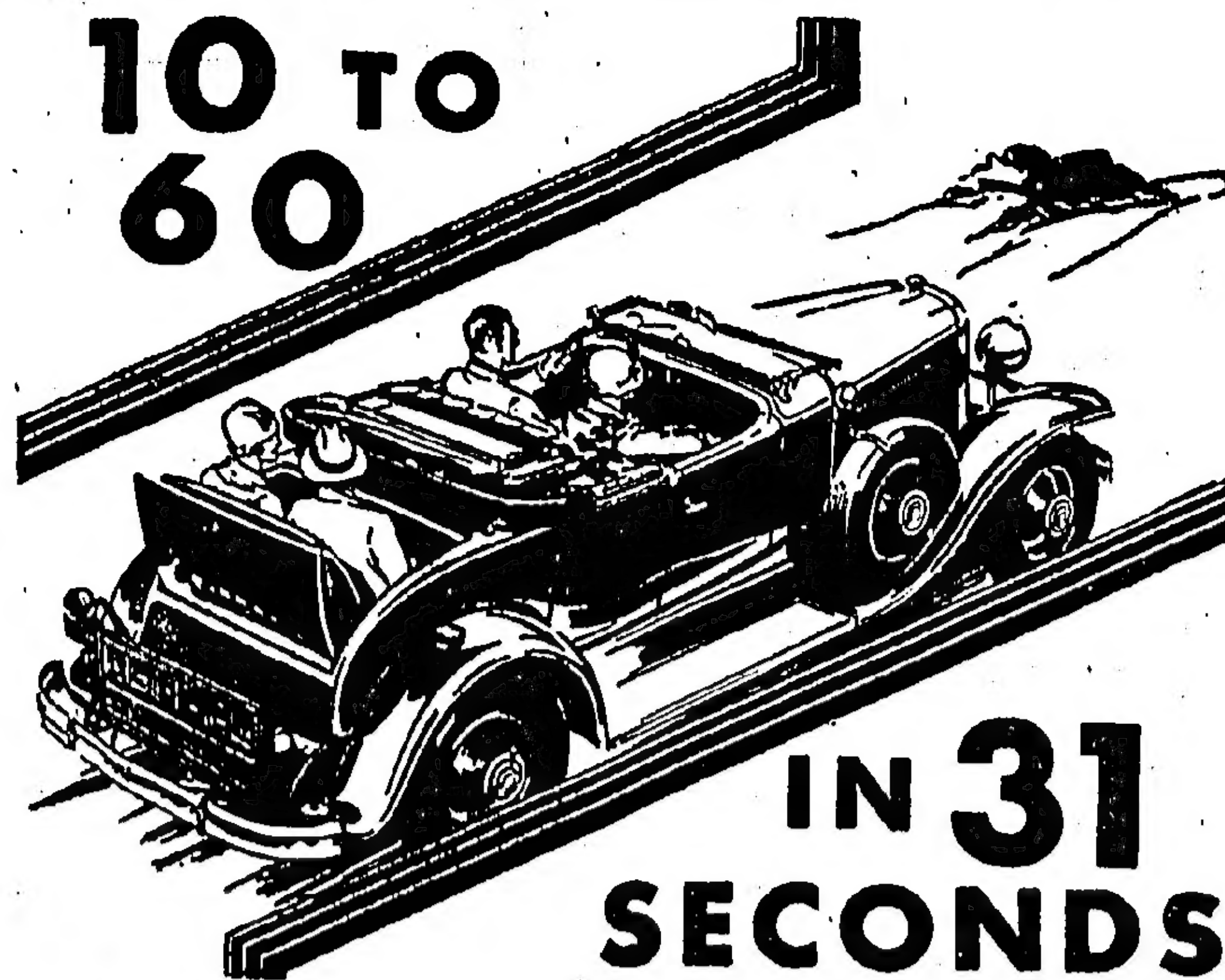
"To-day speed is requisite in an automobile," one of the Willys-Overland executives points out in detailing the comfort features of the car. "But unless the modern automobile rides smoothly, unless it is so built that it absorbs to the maximum degree the jolts and jars of the road, high speed loses most of its advantages.

"We have built comfort into the new Willys Six. We have taken advanced steps to eliminate side-sway, added excellent hydraulic shock eliminators and built this automobile so that even under trying operating conditions, it is comfortable and easy riding.

"Another feature of the new Willys Six which is a major factor in its smooth operation is the mounting of the engine. At each point of suspension, it is set in rubber which takes up any engine vibration which is usually transmitted to the frame and thence to the body.

"If all highways were broad and smooth, it would not be necessary to add to the motor car so many comfort features. But the highways of to-day are not all broad and smooth. There are poor roads, hundreds of miles of gravel roads and rocky roads and this new car will perform on any of them.

10 to 60



IN 31 SECONDS

Marquette



No other car in the world in the moderate-price class can match such thrilling performance—10 to 60 miles per hour in 31 seconds, in high. Buick alone could achieve such qualities of speed, power and stamina in a car so moderate in cost. In every phase of performance, Marquette is entirely unmatched in its field. A marvelous flow of power sends you flying up the steepest grades in high gear. You can ride at 60 or 70 with a wonderful feeling of pleasure and security. And a host of other features wins your admiration. Fisher bodies expressing the best modern taste. An exclusive non-glare windshield. Exclusive new upholstery, proof against water, dust and wear. Four Leveljoy hydraulic shock absorbers—and big Duo-Servo enclosed brakes. Marquette is complete with all the fine car characteristics. Yet the liberal G. M. A. C. terms make owning a Marquette very convenient and economical. See it. Drive it today.

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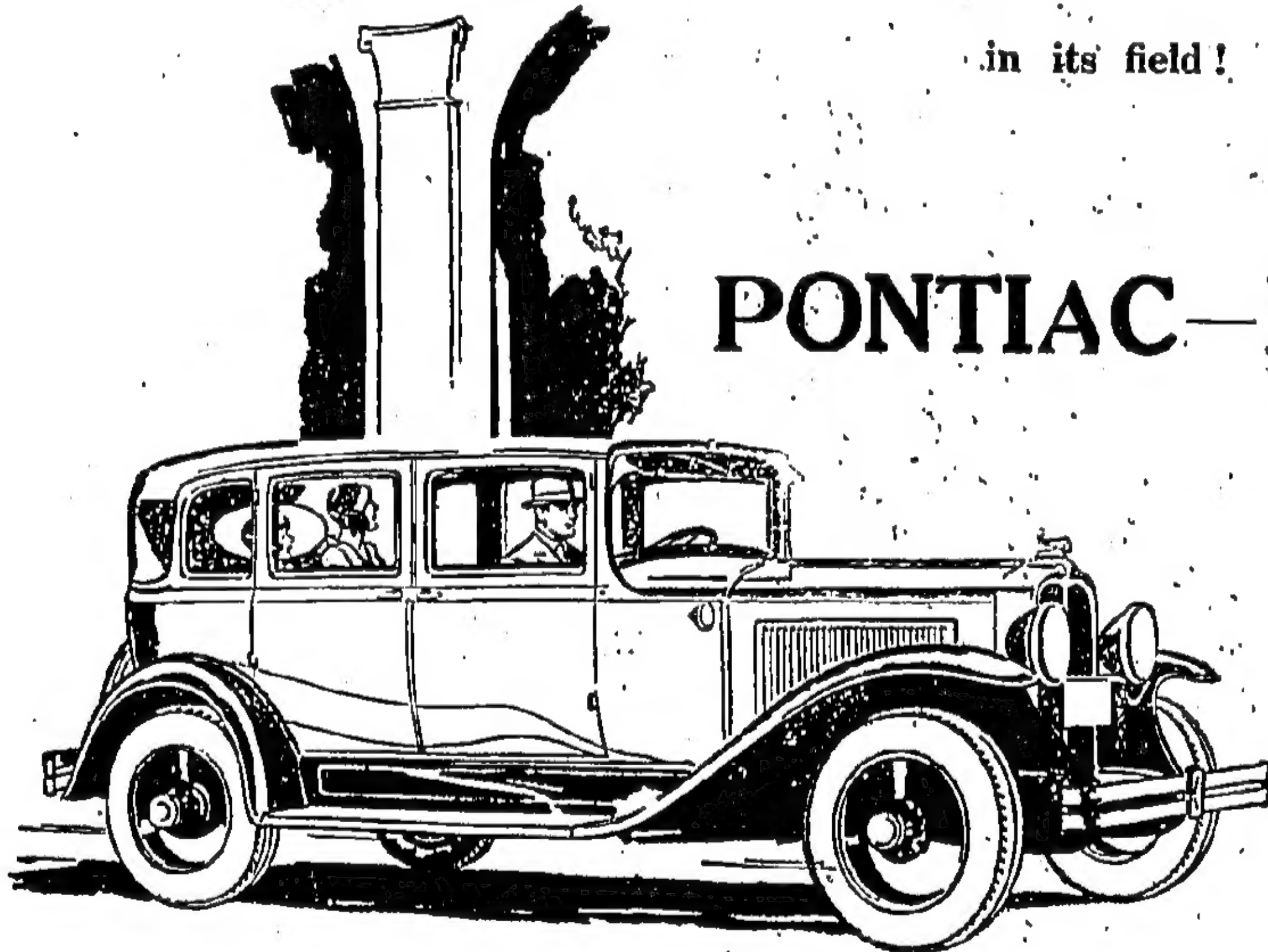
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THE GREATEST PERFORMER

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PONTIAC—Big—6



IN SPEED—Top speed higher than that of any other low-priced six, as proved by the "fifth wheel"—most accurate of all automobile speed measuring devices.

IN POWER—Sixty brake horsepower developed at 3,000 r.p.m.—greater power than in any other low-priced six—and produced at the moderate engine speed which increases reliability and long life.

IN ACCELERATION—"Fifth wheel" tests likewise prove Pontiac's acceleration to be faster than that of any other six in its price field.

IN BRAKING—Non-squeak, internal, dirt-and-weather-proof, four-wheel brakes—largest in brake band area and

most efficient to be found on any of comparable price.

IN RELIABILITY—Reliability superior to that of any six of equally low price, due to such advanced features as the aircraft type bronze-backed main bearings, adjustable pressure feed lubricating system, crankcase ventilation to keep water out of motor oil, and positive pump fuel feed.

IN ECONOMY—Operating cost even lower than that of previous models. A large corporation operating 996 cars of 33 different makes found Pontiac's operating cost, in 1928 to be one cent per mile less than that of any other low-priced six.

THE ORIENTAL MOTOR CAR CO.

353-7, Hennessy Road.

(New Reclamation)

Tel. 20406.

Ask us to tell you
PONTIAC'S LONG LIFE STORY

Hongkong Sunday Herald.

號一月六年十三百九十一英 HONG KONG, SUNDAY, JUNE 1, 1930. 五初月五年午庚 國民華中

COST OF FLYING.

Cheap Enough, Experts Declare.

A FEW FIGURES.

is flying too dear?
The consensus of opinion among experts seems to be that it is quite cheap, considering that the sport is still in its infancy.

Complaints that the ownership of a light aeroplane involves far more expense than is necessary were not borne out by figures quoted by the authorities, who pointed out that the initial cost of a light 'plane and its upkeep did not exceed that of a high-class motor-car—with all the advantages which the latter does not possess.

At the Air Ministry the Daily Mirror was informed that the cost of licences, registration fees, etc., is very small.

"The registration fee for the machine is £1 18," said an official "while an airworthiness certificate costs £5 6s. and a pilot's licence 5s."

Certificates Renewable Yearly.
"The airworthiness certificate and the licence must be renewed each year, and, of course, if the pilot wishes to use his machine commercially there are several extra fees, due to the necessary examinations."

Colonel the Master of Semple, an enthusiastic and experienced motorist and airman, told the Daily Mirror that flying was as cheap as it could be expected to be thus early in its history.

"For a pilot who does, say, 20,000 miles a year, I find that petrol and oil costs about £100, maintenance costs £44, housing £55, insurance £100 and general expenses £10.

"Naturally, flying is not yet poor man's recreation, but if progress continues at the present rate I see no reason why the ownership of a light 'plane should cost any more than that of a small car today.

144. A Mile For Each Person
An official of the De Havilland Aircraft Co., detailing the initial cost and maintenance of a Moth biplane said—

"We estimate the running cost of a Moth at 3d. per mile 'all-in' or 1½d. a mile per person.
"Actual running costs, for petrol and petrol, work out at only 1d. per mile.

"The maintenance, (including replacements) costs £45 a year ensure the renewal of the a worthiness certificate, while periodical inspections at the rate of ten a year cost £4.

"Housing is £3 5s. a month while landing fees cost nothing on our own aerodrome, and 2s. 6d. Croydon and elsewhere.

"Allowing £60 for insurance and £10 for general expenses—including the cost of the Royal A.C.

"The initial cost of a Moth about \$600—the price of a good

car—so that things do not wear out so expensively as some people would have us believe."

ADDRESSES WANTED.

Letters addressed to the following have been received at American Consulate General. The Consulate will be glad to learn the forwarding addresses of any persons listed:

s- Geo. A. Allan, Mrs. A.
Bartlett, T. B. Belsjoe, G.
M. Bradford, R. Caldwell, Ch
L. Koon-fong, J. A. Conley, R.
n, Cooper, C. D. Curry, V. Donne
n. Miss E. Donaldson, H. J. Ed

T. F. Haskell, Mrs. May, M.
G. H. Koston, E. K. Loverud,
Madrinan, Lt. G. F. Mentz
Mertz, I. Moller, E. J. Otto, C.
Pruitt, Mrs. R. C. Richards
Miss A. Rigglin, Capt. G.
Bogers, Miss M. Root, L.

Convicted of running a po
lottery den at 57, Woosung Str
Yaumati, two Chinese were at
Kowloon Magistracy, yester

D. fined \$200 with the alternative
C. one month's hard labour or
G. It was stated that they had
J. tickets, which were valued at \$
WE. in all.

Proprietors, the Hong Kong Herald Publishing Company, by DAVID CHRISTIAN WILSON, business manager, at Wyndham Street, Hong Kong.

IN CONSTANTINOPLE.

First Woman Taxi Driver.

The old adage, "It's a man's world," is fast becoming obsolete even in Turkey where female rights as such, have only recently begun to receive attention. There are few fields that seem less fitted for women, even in the western world, than that of taxi-driving yet in Constantinople a young convent-bred girl recently proclaimed her emancipation by taking a chauffeur's test and embarking on a career of taxi-driving.

Mouamir Hanoum was just eighteen years of age when she

started Constantinople by announcing her intention of taking a chauffeur's course. She subsequently passed the severe physical examination and in a businesslike manner asserted that she was prepared to enter the driver's tests. She displayed such unusual skill at the wheel that she completed her course in record time and captured highest honours.

As a full-fledged taxi-chauffeur, Miss Mouamir's first consideration was the choice of her vehicle. She selected a Chevrolet which has been specially equipped for taxi work. She is now happily employed driving passengers around Constantinople and enjoying the distinction of being the first Turkish woman to enter the chauffeur's profession.

MAN'S JOB FOR THIS 'GIRL'



Mouamir Hanoum, eighteen-year-old Turkish girl, recently caused a sensation in Constantinople by applying for a chauffeur's license. She is shown here ready to transport passengers in her Chevrolet taxi.

SIX FINEST VIEWS.

A Topic for Every Motorist.

If there is one thing more than another which motoring has done for the human race it is that it has brought the finest scenery of all types within easy reach, if not of a week-end run, at all events of the scope of the average man's summer holiday.

With a few days of leisure and a full petrol tank, one can motor from one beauty spot to another and, in a comparatively short space, enjoy the pick of the "viewpoints" or "sitespittoresques" (as the Michelin Guide describes them) which the British Isles or the neighbouring Continental countries offer.

Before visits can be intelligently planned it is necessary to give some consideration to the question, "Which are the finest views?" This, indeed, it is quite impossible to answer in a few words, for scenery is of so many different types. There are the purely "country" views, the seaside, the sight of high mountains in the near or far distance, or of lakeland—all relying purely upon nature for their effect; whilst there is the other species of view whose attraction is entirely derived from, or merely enhanced by, the presence of man's handiwork in the form of a bridge, or castle, or cathedral.

You cannot, therefore, point to one single view as the "best of all," but one can throw out some suggestions as to the best in each of a few well-defined classes, and if others do not entirely agree with the selection they can make their own! No two people will ever think alike in a matter of this character.

Typical English Beauty Spots.

The merely extensive landscape—such as may be enjoyed from the top of Boxhill, in Surrey, or Kop Hill, in the Chilterns—must be included as being interesting or impressive rather than beautiful. As a matter of fact, there is a view over the Plain of Aincourt from the Castle of Haut-Koenigsberg in the Vosges which beats anything of the kind at home.

But what we want under this heading is just pleasant, undulating countryside, and it is doubtful if there is anything much better for this purpose than a visit to Newlands Corner, in Surrey—a beauty spot "made" by motorists—though whence may be viewed a matchless bit of England, seen from a medium height. As a second choice I give the lesser known Smithwood Common, near Cranleigh, also in Surrey. If, however, it be urged that a typical English country view must include an English river, what is to beat the Thames as seen from Richmond Hill?

Among the best-known seascapes are the Bay of Llandudno, seen from Great Orme's Head, or the Barnmouth Estuary, in Wales, seen when the tide is up, while the sight of the mountains over the water from Oban is marvellously impressive, particularly towards sunset. But, to view the sea at its best, one needs

to visit the coasts of Cornwall, and the finest point is surely the Steps of Bodrhan, about eight miles this side of Newquay. Have a look at them next time you are in the West!

For "mountain" scenery (which, for various reasons, must include "hill" scenery) we need to go abroad for our "selection." This is not to ignore the wonders of Wales, of the English Lake District, or of the Scottish Highlands, but those who have a knowledge of the Alps as well must admit that their magnificence, their grandeur, put them in a category entirely by themselves. The Pyrenees are good in their way, the Vosges also, and deserve to be far better known than they are; but the glaciers and snow mountains in the Alps make them pre-eminent.

A number of viewpoints come to mind, and the outstanding one, in the writer's opinion, is the Gornergrat, above Zermatt, and 10,148ft. above sea level, and not accessible by car. In a single sweeping glance one may command the Matterhorn, the most famous mountain in the Alps, the Breithorn, Lyskamm, Monte Rosa, and goodness knows how many others. If a single mountain is preferred, what about the Jungfrau as seen from Interlaken in the rich, red glow of the setting sun?

And so we might wander—finding choice bits of moorland in Devon or Yorkshire; or smiling lakes, Grasmere or Como; castles, such as Windsor or Heidelberg; cathedrals, palaces!

What Is Your Selection?

The foregoing has been written in the hope that others may ponder over the question, "which are the Six Finest Views?" The writer's selection is as follows:—

- (a) Country scene: Newlands Corner, in Surrey.
- (b) Seascapes: Bodrhan Steps, in Cornwall.
- (c) Mountains: The Gornergrat, above Zermatt.
- (d) City: Venice as approached by ferry from the mainland.
- (e) Architectural: St. Mark's, Venice, seen from the Piazza.
- (f) Miscellaneous: The Gorge of the Tarn, in France.—V.T.B. in The Autocar.

A NEW ACCESSORY.

A very interesting and useful automobile accessory has recently been noticed on the market, which, it is claimed, will tell at a glance the speed at which one's car or truck has been travelling, at any hour or minute of the day or night, tells how many stops are made, and how long, and gives the total mileage covered. The device, which is called the "Olimer Recordograph," is placed on the instrument board of the car under lock and key, and is driven from the transmission.

All this information about the vehicle's operation is recorded on a tape 36 hours long, divided by means of vertical lines into hourly periods. The hours are again subdivided into five-minute periods. The tape moves at a uniform speed under the mark-

AUSTRALIAN CARS.

Prospects of Local Construction.

An announcement that a company is being formed to undertake the construction of motor cars in Australia has been made in the British technical Press. The announcement adds that the company desires to receive quotations for various motor car parts, and it invites companies wishing to offer engines and other equipment of British manufacture to obtain additional particulars from the Department of Overseas Trade. Although the Senior British Trade Commissioner in Australia (Sir. Barton) is given as the authority for the announcement, no information on the subject is available in Melbourne, says the Argus.

Already the complete assembly of motor cars is undertaken successfully in Australia, chiefly in respect to American cars. The ambition of the Commonwealth Government to have the building of cars carried out entirely in the Commonwealth is unlikely to be realised for many years, because of the impossibility of obtaining a sufficiently large market for one standard engine to make manufacture a commercial enterprise, it indeed buyers could be induced to accept a standard type. Sales available in Australia number only about 60,000 a year, and it has been stated that almost as many sales of one engine would be required to enable a factory to undertake its production successfully.

The latest venture recalls the fact that in the last three years three Australian companies have been formed to build cars in the Commonwealth from imported parts. The tariff already provides for substantial concessions to enable this to be done, and these companies imported engines, gearboxes, axles, and general chassis parts for the purpose. None of them met with success, however, and their enterprises were abandoned. There are three ways in which motor companies may operate in Australia. One is by importing complete cars, on which, however, the full rate of duty must be paid. The second is for cars to be imported uncompleted, all the parts having been obtained from the one manufacturer. This is the practice followed by most distributors, who are liable for less than the full rate of duty on complete cars. The third method is the importation of component parts from different manufacturers, each of whom specialises in some branch of motor car building.

In considering the difficulties of manufacture in Australia it must be remembered that even in the United States many of the best known makes of cars are not produced entirely in the workshops of their manufacturers. Many parts such as piston rings, gears, wheels, and pinions are bought from companies which specialise in their manufacture according to the specifications required. A British builder of cars who inquired into the position in Australia recently decided that this would be one of the most serious difficulties in the way of producing an all-Australian car, and that the establishment of specialised factories to make parts for the limited output of an Australian car would not be warranted. In one month, he said, the factories, assuming that materials were available and production costs were satisfactory, would make all the parts required for a year's production of cars, and would have to be closed for the rest of the year. Opinion in the motor trade is that successful production of an Australian car, even with substantial increases in the present tariff on foreign cars, is 10 years distant.

er, and the speed is so regulated that exactly five minutes are required to move the tape from one vehicle line to the next. The distance travelled is shown by horizontal lines, each line representing one-fourth of a mile.

When the vehicle moves, the marker travels obliquely over the tape. When the pencil line extends from the bottom to the top, or from top to bottom of the tape, a total distance of two miles has been covered. The pencil lines are oblique when the vehicle is moving, and horizontal when it is standing still. Thus a horizontal line denotes that the vehicle remains stationary five minutes for each square through which it travels. Idle time can be computed in total, and the exact time of the day that the vehicle remained standing can be ascertained. The faster the vehicle travels, the more oblique are the pencil lines, and enables the owner of the vehicle to compute the exact speed at which he has travelled at any time during the previous 36 hours.

This instrument should be invaluable to motorists, and especially to truck owners, who can, by its aid, better determine operating costs, and, moreover, in controversies or disputes arising, regarding rate of speed travelled.

THE 1930 WILLYS SIX

1½-TON TRUCK

For fast, reliable commercial transportation

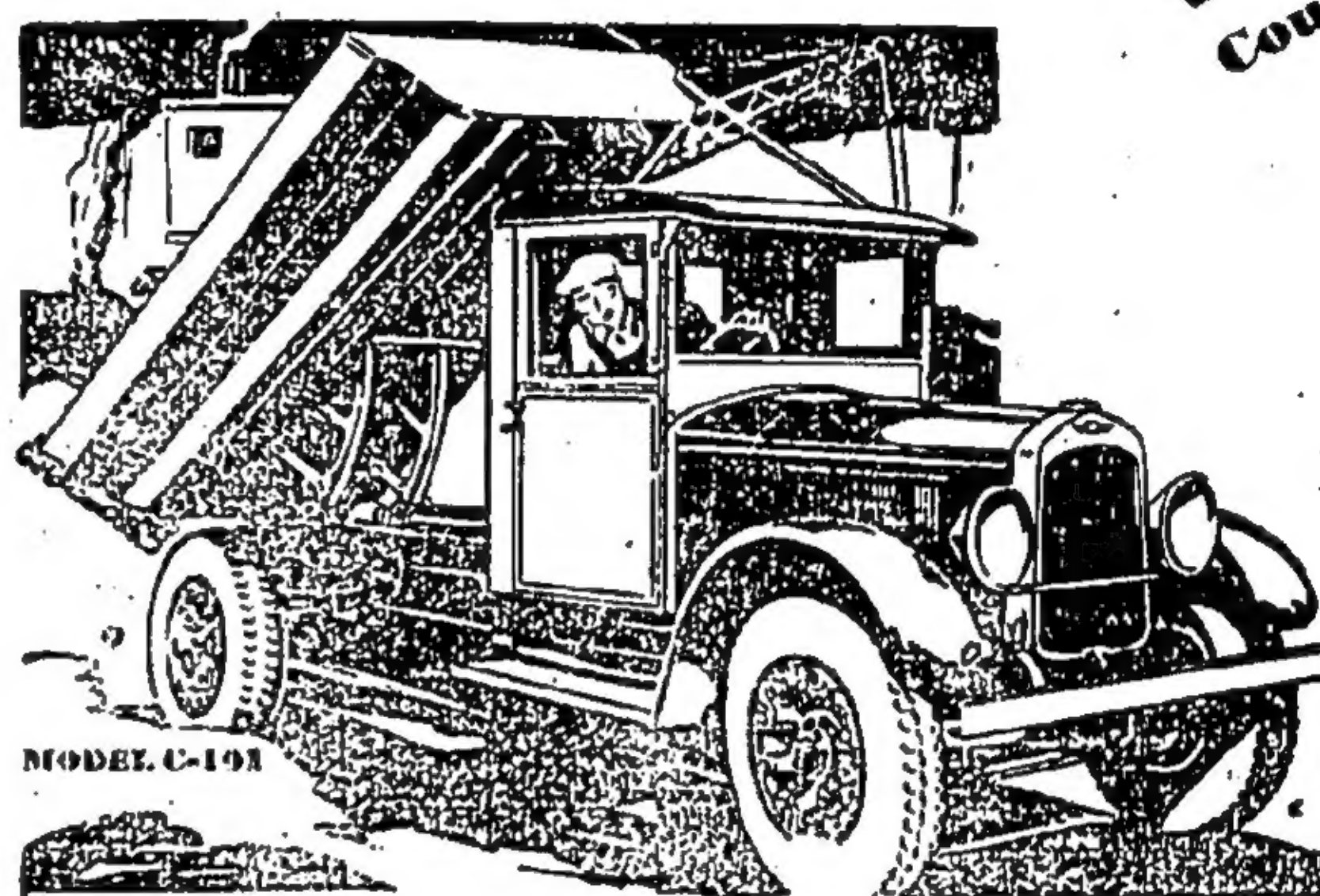
E in the New Willys Six 1½-Ton Truck through the design of skilled engineers to meet the demand of present day transportation needs.

High speed has been achieved with no sacrifice of reliability, safety or stamina. The Willys Truck's high compression engine, with four-speed transmission, assures ample power for the roughest going and the steepest climb, and lively pick-up through traffic.

WILLYS SIX
Counter-balanced Crankshaft

WILLYS SIX
1½-TON TRUCK
\$2,180.

(All prices and specifications subject to change without notice.)



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LONG ECONOMICAL LIFE

OVERLAND ROUTE.

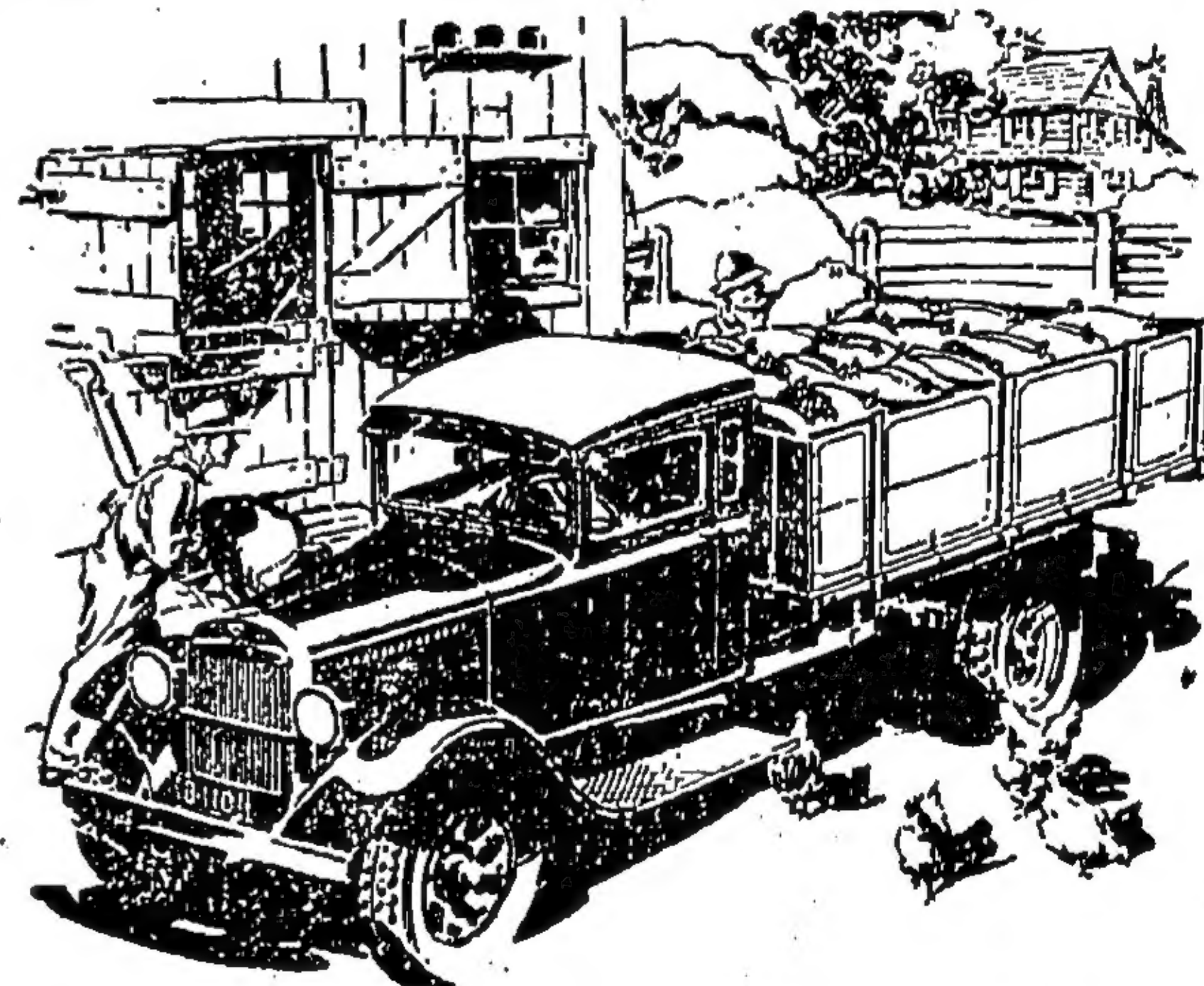
Latest Information About Australia.

Overland motorists state that conditions on the route between Perth and Adelaide are the best they have experienced for some time, the effect of the heavy rains being to level the surface and make driving more pleasant in general.

According to Mr. V. Melrose, a well-known member of the MacRobertson Round Australia expedition in 1928, who completed a fast trip from Perth to Melbourne recently, the route is more popular now than it has ever been, he himself having passed one dozen cars on one day on the Western Australian border.

For the sake of overlanders making the trip in the popular autumn season, the following information is issued by the Shell Company on road conditions over the chief stages of the route:—From Perth to Southern Cross very good; thence to Kalgoorlie, fair; from Kalgoorlie through Norseman to Southern Hills, good. After a poor stretch of about 50 miles east of Balladonia the surfaces improve steadily; until within 60 miles of Meduna it is first class. Over the 115 miles from Meduna to Eucla the surface is excellent and continues good across to Nullarbor Plain to Fowler's Bay. A change of route may be made to Port Augusta, from which point a good road leads to Adelaide. The road over the Lofly Ranges is in first class condition, and the motorist enjoys a couple of hours of extremely fine scenery. On the Adelaide-Melbourne run, the good surface of the pipeclay track makes particularly easy going, and with reasonable weather the track should be fit for use throughout the autumn.

Further details of road conditions, blue print maps of the overland route, showing particulars of the track, petrol, oil and water supplies, and even the location of station homesteads are available to motorists on application to the Shell Company.



YOU CAN'T LEAVE HAULING TO CHANCE

Successful business men never stock merchandise on chance. They never price it without consideration of cost. They never rely on chance patronage. Nor should they select their trucks by hit-or-miss methods.

Business men who own Dodge Trucks—there are many thousands of them—have taken chance out of truck selection. They have proved that Dodge Trucks possess the very qualities valued by experienced truck users . . . power for heavy pulling—speed for time-saving hauling—dependability to serve unfailingly—economy as consistent as it is thorough—good looks you will be proud of—comfort and ease of control for the drivers.

Consult with your Dodge Brothers dealer about the size and type of Dodge Truck that will best fit your needs. You can buy it complete with body ready for service at a price as moderate as its earning ability is high.

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